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ESTABLISHED 1856

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but his discovery of
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8.00 " " 9.30 " " 10 " " 15 "
9.30 " " 11.00 " " 15 "
11.30 " " 12.30 p.m. " 10 "
12.30 p.m. to 2.30 " " 15 "
2.30 " " 4.00 " " 15 "
4.00 " " 8.10 " " 10 "

NIGHT CARS.
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SATURDAY.
Extra Car—12 midnight.
SUNDAYS.
7.30 a.m.
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10.30 " " 11.00 " " 10 "
11.30 " " 12.00 noon " 15 "
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1.00 p.m. to 5.30 " " 15 "
5.30 " " 6.00 " " 10 "
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On and after FRIDAY, SEPTEMBER 16th, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS											
Stations	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21
CANTON (Tai Sha Tsai)	dep.										
SHUE LUNG	dep.										
Shum Chun	dep.	7.33	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shum Chun	dep.	7.33	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shum Chun	dep.	7.33	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shum Chun	dep.	7.33	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shum Chun	dep.	7.33	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shum Chun	dep.	7.33	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shum Chun	dep.	7.33	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shum Chun	dep.	7.33	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shum Chun	dep.	7.33	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shum Chun	dep.	7.33	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00

* Will stop at Taipo and Sheungshui, except on Sundays, for First-Class.
Passengers on Notice being given to the guard at Kowloon.
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Fanning ... dep. 7.45 11.30 2.30 8.30
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Tokyo Hotel	Fujiyama	Shimonoseki	
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Taipei Hotel	Taipei Hotel	Taipei Hotel	Taipei Hotel
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OWING TO AN ERROR OF OUR LONDON OFFICE, WE HAVE RECEIVED A DOUBLE STOCK OF TOWELS THIS YEAR, AND IN ORDER TO REDUCE THE STOCK TO NORMAL, WE ARE OFFERING THE FOLLOWING LINES AT HALF PRICE.

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SHANTUNG QUESTION.

AMAZING ADVOCACY.

SIR FRANCIS PIGGOTT ON TREATY RIGHTS.

LONDON, October 20.

The following telegram has appeared in the *Japan Chronicle* under the above headlines:—

Sir Francis Piggott, former Chief Justice at Hongkong, writing to the *Times* describes the offer of the restoration of Shantung as an expression of Japan's willingness to forego the benefits granted her by the Allies in recognition of her services at Tsingtau. Japan would be within her rights if she insisted upon the treaty being carried out and exacted the support of the other Powers. Now she has given evidence of a sincere desire to promote the peace of the world and even sacrifice her material interests. In her straightforward admission that the decision of the Allies at Paris was wrong and in her offer of a new basis of settlement, Japan has gone far beyond the point of magnanimity. By Japan's admission of the rights of the Allies at Paris had been rectified and the settlement of the details of the transfer of the territory should not be difficult.

SAVE US FROM OUR FRIENDS.

Commenting in a leading article on this telegram, the *Japan Chronicle* says: "Recent outbreaks of writing on Shantung may well cause Japan to exclaim: 'Save us from our friends!' Sir Francis Piggott's inscription into the fray is what we might have expected from one whose study of the law never enabled him to think clearly or arrive at a logical conclusion. In writing to the *Times* regarding Shantung he makes such a complete misstatement of the facts that one is forced to conclude either that he is presuming on the ignorance of his readers or that he is himself ignorant. If he is ignorant himself it is without excuse, as he has local knowledge and leisure to study the facts; he is doubly without excuse in writing to the *Times* as a presumptive expert and misrepresenting the case. The Editor of the *Times* unfortunately is as ignorant of Far Eastern questions as his readers, or he would have administered the antidote with the poison as did the more capable Editor of *Foreign Affairs* in publishing Dr. Baty's letter with which we dealt a couple of days ago. Sir Francis Piggott, we are told, describes the offer of the restoration of Shantung as an expression of Japan's willingness to forego the benefits granted her by the Allies in recognition of her services at Tsingtau." In the days when the Kaiser was reported to be making desperate offers to Italy to keep her out of war, he was jeered at unmercifully for offering "unredeemed" territory, which was not his for disposal. Sir Francis Piggott, however, conceives that the Allies have a right to grant Japan leaseholds in China for services received. And it is the man with this conception of China's rights who strove to get himself appointed China's Legal Adviser! Possibly his views on China have become affected by his disappointment at Peking.

When the *Times* gives space to an argument hanging on a false premise it is necessary to restate the case. Japan's ultimatum to Germany in August 1914 demanded the surrender of the German rights for retrocession to China. Her ultimatum to China in May 1915 demanded the acceptance of such arrangement as might be made with Germany in respect of her Shantung rights. In both cases the terms of the ultimatum were enforced by military action. A secret agreement was concluded with Great Britain in 1917 under which Great Britain virtually recognised the validity of this enforced treaty with China—a compact which Mr. Lloyd George explained was necessary in order to secure Japan's assistance at a critical moment. At the Paris Conference, the Chinese delegates made a strong protest against the inclusion in the Treaty of the conditions exacted from China at the point of the sword. President Wilson desired to side with China in resisting it, but was informed that Great Britain in view of the secret agreement, was bound to side with Japan. Italy had already withdrawn over the Fiume dispute and the whole Conference was in danger of becoming a grand farce. Japan stood alone. Great Britain was held only by a secret agreement signed in great extremity. America was dead against the transfer. China was inflexibly opposed. France was preoccupied with her own affairs. Italy was out of the discussion. Germany was under duress. The question for Japan was, should her original voluntary undertaking to retrocede Shantung stand, or should she force unwilling allies to support her in a claim which violated that undertaking? The way out was found by the Japanese delegates explaining that the Sino-Japanese treaty of 1915 was a point of honour, but that if the matter were left in Japan's hands she could retrocede the German lease. China protested strongly against an arrangement that left the issue undecided, but the other delegates, in order to complete a treaty already too long delayed, accepted the terms. China had signed a similar surrender at the sword's point. She refused to sign one that was unaccompanied by a threat of war. It is an old story, but when a man whose name carries some weight as being that of a late Chief Justice of Hongkong describes this transaction as the benefits granted to Japan by her allies in recognition of her services at Tsingtau, it is necessary to recapitulate it. The fact that the secret agreement by which Great Britain implicitly recognised the Sino-Japanese Treaty of 1915 was in "prepayment" of services rendered long after the fall of Tsingtau stamps Sir Francis Piggott's major premise as a deliberate perversion of the truth.

To discuss the terminological exactitude of Sir Francis Piggott's definition of China's terms recently presented to the Allies is superfluous. Japan's have acquired nearly all the immovable property in Tsingtau, and whatever prices they have paid for it have gone into neither the German nor the Chinese

holders. The holders of these properties enjoy extra-territorial rights. "Sino-Japanese" control of railways and mines is a mere *façon de parler*. These conditions, acquired under the occupation, remain after the retrocession together with a condition ambiguous in words but clear in meaning, that the provincial police shall be under Japanese control. Retrocession in these circumstances is a return of the hawk and a retention of the kernel. It is a proceeding so obviously to the advantage of Japan that it can only be presumed that, as in the case of Siberia, it is the War Office or the General Staff that stands in the way. But that merely raises the question of whether the Government of Japan really governs, without altering the fact that, great as her gains must remain in any circumstances, Japan still leaves unfulfilled the undertaking given at Versailles to induce the Allies "to set their hands to the Treaty." Sir Francis Piggott proceeds to make himself merely ridiculous. He says: "Japan would be within her rights if she insisted upon the Treaty being carried out and exacted the support of the other signatory Powers." Japan has carried out the Treaty since four and a half years before the Treaty was made and, as China offers no armed resistance, she does not need to exact the support of the signatories. It is the verbal undertaking given in Paris which still awaits fulfilment. And after this effort in ineptitude the former Chief Justice proceeds: "In her straightforward admission that the decision of the Allies at Paris was wrong and in her offer of a new basis of settlement, Japan has gone far beyond the point of magnanimity. By Japan's admission of the rights of the Allies at Paris has been rectified and the settlement of the details of the transfer of the territory should not be difficult." This is midsummer madness. Sir Francis Piggott gives away his whole premise. The benefits "granted in recognition of Japan's services at Tsingtau" have suddenly become a wrong and an injustice committed by Japan's Allies—apparently against her will. Therefore the Sino-Japanese treaty of 1915 was a wrong and an injustice—perhaps Sir Francis Piggott will suggest the maintenance of the proposition at the Washington Conference. It is under the sanctions of this wrong and this injustice that Japanese subjects have acquired proprietary rights in a whole township and waterfront, in a railway and in mines, none of which it is proposed to restore. This wrong and this injustice were committed under protest by Wilson, with a plea by Lloyd George that it was the price of Japan's assistance, with cynical indifference by Clemenceau, the rest following like a flock of sheep, and by Germany under duress. We have seen some violent attacks on Japan on account of her Shantung policy; but we have never seen anything that came the ground from under any possible defence of that policy so completely as this advocacy of Sir Francis Piggott's. His admissions vie in deadliness with his misstatements. Such genius for damaging the cause he espouses must be unique.

CHINESE REPUBLIC.

CELEBRATION IN KUALA LUMPUR.

The Chinese of Kuala Lumpur observed October 10th as a holiday, on the occasion of the 10th anniversary of the declaration of a Republic in China. All places of business were flagged and even private houses bore signs of the festive event. An elaborate lantern procession with other illuminations left Pudu just after dusk and went round the town with music and other side shows. The various guilds and schools were well represented with the bearer of each guild taking a prominent position in the half mile procession. Big crowds accompanied and much jollification prevailed till a late hour. All through the day the Chinese Republican flag was flown from houses in all the streets and the decorations at some of the shops were unusually clever and picturesque. Sports for school children were held on the Pudu ground where a large crowd was present all the afternoon. —*Malay Leader*.

LANTERN PROCESSION IN PENANG.

The Chinese lantern procession held in Penang to celebrate the 10th Anniversary of the Chinese Republic, though it suffered slightly from the rain which fell between 7 and 10 p.m., was a gorgeous affair and was considerably better than the celebration of last year. No fewer than twenty sections participated in the procession. In spite of the weather huge crowds turned out to witness the imposing display. Each section was accompanied by musicians playing English and Chinese music. The boys and girls who took part in the procession numbered thousands, and their variegated costumes lent a note of oriental splendour to the whole scene. The procession started at 7.30 from Pitt Street temple and after parading the principal thoroughfares, stopped at the starting place, the last section dispersing about midnight. Traffic arrangements were complete, and the affair went off without a hitch.

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are conceded to be one of the very best forms of bifocal lenses. The bifocal segment is ground and fused into the distant lens making the product practically one piece of glass. The segments are totally invisible and the lens has a beautiful appearance. Kryptok lenses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, the most competent optical manufacturing establishment in South China, located in 63, Queen's Road Central, fitting glasses and testing the sight is their speciality. —*Adv.* [52]



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331

ALICE AND OUR SPECIAL REPORTER

It having become privately known that Alice and her circle were passing through the Colony again, it occurred to the Editor of *The Daily Press* to delegate a Special Reporter to seek them out to elicit an interview, and to invite an expression of opinion with regard to matters of general interest to the community.

An inquiry at the Lunatic Asylum elicited the information that they were staying with the newly formed Society for the Prevention of Cruelty to Animals by Everybody except themselves.

Thither our Reporter proceeded, and presently found them playing "Ring a Ring o' Roses" with the office cat.

He handed Alice his card, and smiling, genially upon the party, said: "You see I haven't been long in finding you out."

As a matter of fact, he objected the Walrus. "You've found us in, but if you had let us know you were coming you might have found us out—but let that pass."

Alice ignored this interruption, and smiling graciously replied: "It is always a great pleasure to us to see new faces, and to hear new views from the outside world."

"But upon the present occasion," remarked our Representative with a graceful bow, "it is your views and your opinions that we hope to obtain, and to convey to a wider public."

"I am sure we shall be very glad to answer any questions that you may wish to put to us," said Alice.

"Well, now, about this Housing question," began our Special Reporter, "may I inquire how it affects you? You are in a sense a society peculiar to itself, and your views will be proportionately of great interest to our readers."

"Peculiar," grumbled the Mad Hatter. "I don't see anything peculiar about us."

He turned to the March Hare: "Can you see anything peculiar about me?" he asked.

"The answer," said the March Hare, "is in the affirmative."

"I did not use the word," explained our Reporter, "in an offensive sense, but merely with regard to your position, which is somewhat unique—if I may take the liberty of saying so."

"Oh, you take liberties all right," grunted the Walrus. "Call us all uniques, now."

Our Representative felt that he was not getting quite the intimate heart-to-heart talk that he had come for, so clearing his throat and laying his hand on the spot where he thought his heart was, he began: "It is probably known to you all that in the outside world, where I play a useful and I hope not unimportant part, the feeling is becoming more and more general that every man, be he rich or poor, high or low, is entitled to a happy, comfortable, and healthy home; and that at a rental which is within the reach of all. Take away a man's home," he went on, warming to his subject, "and you take away one of his greatest pleasures in life."

"That's true," put in the March Hare, "and well expressed, too. If a man hasn't got a home, how can he stop away from it?"

"A great poet," went on our Reporter, "has said in lines that may be known to you: 'Home, Sweet Home—there's no place like Home.'"

"Yes, there are worse places," agreed the Carpenter, "when the public-houses are closed."

"That is not quite what the poet meant as I conceive it," smiled our Representative. "I take it that the ideal he meant to hold up was that of an orderly house, a happy family, an industrious and contented wife. Without an orderly house how can there be anything but a slovenly wife, and what I ask you is worse than a slovenly wife."

"Oh, that's a very old one," interrupted the March Hare, "I know the answer to that—two slovenly wives."

"And a slovenly home," went on our Reporter determined to keep to his subject. "But what I really want to know is—how does the question affect you, and what do you do to encourage building?"

"We don't encourage it," answered Alice, "we do everything we can to discourage it."

"Well, but surely you don't give that out publicly, and in so many words, do you?" inquired our Reporter.

"Not much," broke in the Carpenter. "In public we say: 'Why ever don't people build? We shall feel quite annoyed with everybody if they don't build. Building is such a nice quiet amusement we can't think why more people don't do it.' Then when some poor silly juggins comes along and says he wants to build the fun begins," and he winked his eye.

"But if he persists," asked our Representative, "what can you do?"

"The Obstructor-of-Private-Works sees to that," replied the Carpenter.

"Oh you have one, too, have you?" exclaimed our Reporter, "that is very interesting. I had no idea that your system was so complete. But I still don't quite see."

"Listen," said the Walrus: "This is the House that Jack wanted to build," he began.

"This is the site that seemed eminently suited for the House that Jack wanted to build," droned the Dormouse.

"These are the hundred and one inconceivable and insuperable difficulties that were put in the way of the acquisition of the site that seemed eminently suited for the House that Jack wanted to build," wailed the Carpenter.

"These are the plans prepared by an eminent firm of so-called 'Authorized Architects' on the instructions of their client, and in spite of the hundred and one inconceivable and insuperable difficulties that were put in the way of the acquisition of the site that seemed eminently suited for the House that Jack wanted to build," shouted the March Hare.

"These are the thousand and three elegant and well-considered exceptions, extending over a long period of years, that were taken to the plans prepared by an eminent firm of Authorized Architects on the instructions of their client, in spite of the hundred and one inconceivable and insuperable difficulties that were put in the way of the acquisition of the site that seemed eminently suited for the House that Jack wanted to build," yelled the Mad Hatter.

"There are the greatly gifted and highly exalted officials endowed with a sort of low cunning, almost amounting to human intelligence, who raised the thousand and three exceptions," said Alice.

"Oh do, for goodness sake, stop," exclaimed Alice, "you make my head go round."

"There's not much to complain of in that," remarked the Carpenter, "we might have made it go square."

"Or rhomboid," chuckled the Walrus.

"Or tetrahedral," murmured the Dormouse.

"Or parallelopipedal," yawned the March Hare.

Alice turned to our Reporter: "You must not think that they are always like this," she said. "Sometimes they are quite good and sensible."

"Oh, I think they talk a good deal of sense," remarked our Reporter. "I can separate the grain from the chaff, I can assure you. But to continue our conversation: Your conditions, of course, are less complicated than they are with us—you don't have to think of the Natives."

"Natives?" said the Carpenter starting up. "Colchester?"

"Natives," shouted the Walrus, glaring round. "Whistables?"

"No, No," interrupted Alice, "Chinese!"

"Chinese!" grunted the Walrus. "Not worth eating."

"Nobility talked about eating them," objected Alice.

"Then why did you call them Natives?" snapped the Carpenter. "You ought to be more careful."

"That's the worst of him," sighed the Walrus, "he never seems to be able to think of anything but eating and drinking."

"I like that," said the Carpenter. "For pure unadulterated gluttony."

"Well, never mind," interrupted Alice, "we must not quarrel about it; there is no necessity for us to wash our dirty linen in public."

"Talking about dirty linen and washing," remarked the March Hare, "that reminds me!"

The folks at the Ha Sea May Have a most reprehensible way— They hang out their nighties And Thumpum-tiddle To air—upon each washing day.

I will offer this word of advice— If they want to seem really "quite nice" They should just take the trouble To fold them up double Then no one would glance at 'em twice.

"That is very interesting to those who are interested," remarked our Reporter reprovingly, "but to return to more serious topics—if you do nothing to encourage building enterprise how do you get on with your industries?"

"Oh, we stop them the moment we see them," explained Alice. "Our watchword is—The moment you see an industry coming along, jump on it."

"And shipping?"

"Ah, that's not quite so easy," put in the Carpenter in a subdued voice, "that seems to go on in spite of all our efforts. Still, we do our best."

"You know what strikes me most," remarked our Reporter, "in what you tell me is the extraordinary similarity of ideals and the marvellous correspondence of methods there is between your small and more or less autocratic community, and the larger and more democratic society in which I move. I wish you and your friends could be with us permanently—you would go far."

Alice acknowledged the compliment with a slight inclination of her head. "Live and let live is our motto," she said.

"Yes, but with no building, no industries, no shipping, how do you live? Of course, there is always Ice House Lane, but that is not exactly and wholly reliable, is it?"

"No," answered the Mad Hatter, "it isn't exactly a dead cert," and he began:

Oh call my broker back to me I cannot pay alone, The slump has put me up a tree— Where is my broker gone?

The rubber prospects once so bright All trace of sunshine lack, Why did he tell me to sit tight? Pray call my broker back.

Unions are dull and money's tight, On all sides ruin's wrack, He said that they would come all right, Oh, call the blighter back.

He cannot hear your voice, old egg, He's changed his domicile, Whilst you're reduced to whine and beg Your broker's made his pile.

Instead of running Ice House Lane He's now out Mayfair way, I'm sure that he will hear with pain You're in the consummation.

Then will he never more give tip Re Decks or Shells or Lands, And shall I never more get tip And long to use my hands?

I dream of profits long delayed, Of rises waited for, Oh, whilst my broker with me stayed Would I had kicked him more!

"Whilst we are upon the subject of Brokers," said the Walrus, "why is the Emperor of China like the Sea-serpent?"

"Oh, don't tell us the answer," cried Alice, "let's all try and guess it."

(Continued at foot of next column.)

AN ATTACK IN A GARAGE.

TWO MEN CHARGED WITH WOUNDING.

Charges arising out of a stabbing affray at the Dragon Garage premises in Nathan Road, Kowloon, were heard by Mr. R. E. Lindsell at the Magistracy, yesterday. Two Chinese were alleged to have wounded two men and a woman on the night of Sunday, October 18th.

Sub-Inspector Spear mentioned that the complainants, while taking food, were attacked with files and choppers.

Dr. Smalley said that on the evening of the 18th he was called to the Dragon Garage, in Nathan Road, Kowloon, where he found two men suffering from wounds. One, Yau Yan Ling, had eight wounds about the body all of the same character. They were triangular perforations and might have been inflicted with a file. One wound was dangerous but the others were not. The dangerous wound entered the right side of the chest and penetrated the lung cavity. Most of the other wounds were about the shoulders. He sent this patient to the Government Civil Hospital. The other man, Yau Tak Ming, was sent to the Kwong Wah Hospital. His wounds were principally in the back; the only dangerous injury was one on the right side of the neck, just above the collar bone. The wound went near the artery. A blow on the back near the spine caused temporary paralysis. Both men were now out of danger.

Yau Tak Ming, giving evidence, said he recognised the first defendant but not the second.

The Magistrate: Can you suggest a motive for the attack?

The witness: I do not know; I want your Worship to ask the defendant.

Sub-Inspector Spear remarked that it was curious the witness did not recognise the second defendant because, when he swore an information for the warrant, he mentioned the name, Ah Foo, and he also gave the number of the car that Ah Foo drove. The police, accordingly, arrested that man.

The witness said the Ah Foo he had in mind was not the man he saw in the dock, but a shorter man.

The hearing was adjourned.

CHARGE OF CONSPIRACY.

DEFENDANT A GOVERNMENT EMPLOYEE.

A charge of conspiring together to demand with menaces \$350 from Chan Ng, a foreign piece goods merchant trading at 83, Queen's Road Central was preferred at the Magistracy, yesterday, against a shroff named Lam Kwai Yuen and another Chinese. The first defendant was stated to be employed at the Imports and Exports Office and both defendants lived at the same address.

Mr. Leo Longinotto prosecuted for the complainant and Mr. R. E. Webster, of Messrs. Hastings and Hastings, defended.

On Mr. Webster's application the hearing was fixed for October 27th, bail being granted by Mr. Orme in the sum of \$500 each.

ALLEGED NEGLECT OF DUTY.

ENGINEER ON THE "PEARLEAF" CHARGED.

J. W. Drake, a junior engineer on H.M.T.S. *Pearleaf*, attended before Lt. Commander Conway Hake at the Marine Court, yesterday, to answer a charge of neglect of duty. The allegation was that, at 1 a.m., on October 18th, he wilfully neglected his duty by absenting himself from the engine room or stockhold and sleeping in a deck chair on the poop. Thereby, it was alleged, he endangered the lives and property on the ship.

The case was remanded in order that the defendant might instruct a solicitor.

SPORT.

CRICKET.

CIVIL SERVICE C.C. v. HONGKONG C.C.

The undermentioned team will represent the C.S.C.C. in a friendly match against Hongkong C.C. on the Hongkong C.C. ground to-morrow, at 12.15 p.m.: G. E. Sayer (capt.), F. J. de Bome, E. W. Hamilton, R. E. O. Bird, O. Severn, F. J. Ling, W. H. Edmonds, E. O. Fincher, R. C. Wichehall, and W. Gorrin.

INDIAN RECREATION CLUB (2nd XI.) v. THE UNIVERSITY.

The following will represent the Indian Recreation Club v. the Hongkong University to-morrow in a friendly match on the University ground at 2.15 p.m.: sharp—N. M. Bux, R. Nazarin, O. A. Rana, M. S. Sadiq, E. Moodeen, A. K. Minu, E. Ali Moodeen (captain), F. M. Arculi, A. H. Madar, Y. A. Wahab, and N. Kitchell. Reserve: A. K. Rahmond.

BUT THERE IS NO EMPEROR OF CHINA.

objected our Special Representative. And, if you come to think of it, there is no Sea-serpent," said Alice.

"That's it! You've got it," laughed the Walrus. "That's why they're so much alike."

"Oh, I call that a silly riddle," complained Alice.

"And so do I," agreed our Reporter, now thoroughly roused.

"Who said it was a riddle?" grumbled the Walrus. "But there it is; you can take it, or leave it."

"I shall leave it," snapped our Reporter angrily, and he left the sport-matt.

A SOLDIER'S DAY OFF.

WILT'S SERGEANT COURT MARTIALED.

A District Court Martial assembled at Murray Barracks, yesterday, to try No. 556239 Sgt. A. Monaghan, M.M., of the 2nd Battn., Wilt's Regt., on a charge of absence without leave.

The Court was composed of Major W. C. Downing, R.G.A., (President), Capt. E. L. Betts, 2nd Battn., Wilt's Regt., and Capt. H.K. Morton, 2/22 Punjabis.

Lieut. J. M. Dodington, 2/Wilt's, prosecuted and Mr. C. F. Mason appeared for the accused, who pleaded guilty.

The summary of evidence showed that the accused was absent without leave from 11 a.m., on October 8th until apprehended by the garrison military police at about 7.35 p.m., on October 7th.

Addressing the Court, Mr. Mason said that the accused had been in the Army for nine years and had been a Sergeant since 1917. The defence was that the N.C.O. had been the victim of circumstances over which he had no control.

The accused was out of barracks at 11 a.m., on October 8th to see a dentist in Queen's Road to whom he was given a chit. He met a friend whom he had not seen for many years. They had several drinks together and Mr. Mason suggested that was not a very serious offence in view of the fact that he had not seen this friend for a very long time.

As it was too late to go to the dentist's the accused took the rest of the day off, incidentally having several more drinks. He then went to his friend's hotel to sleep off the effects but did not wake till the next morning. He had no intention of being absent from duty.

He overheard himself, admittedly, after having a drink or two. Mr. Mason said, "I submit that it is within common knowledge that in some of the hotels in this Colony the liquor that can be purchased is not all that it should be and it is quite possible it was the bad liquor that caused this oversleeping. In any event, when the accused was apprehended, he was returning to Barracks and you will find from the evidence that he was sober, clean and properly dressed. I submit that it was an unfortunate accident and that the accused was a victim of circumstances. The accused, with nine years' service, four years a Sergeant, and a Military Medal bestowed for bravery on the field would not intentionally be guilty of an offence of this nature, well knowing what the consequences would be." Mr. Mason pleaded that the punishment should be the lightest possible.

Evidence of a previous good record was given by Lt. Major G. F. E. Rapson, who said he had known the accused for 4½ years. During the period he served with his battalion in France, he had always proved a gallant and honourable N.C.O. and he had worked hard since peace. The only fault witness had to find with him was that there had been one or two occasions of absence. Otherwise he had worked very hard.

The accused's record showed that he was entitled to wear the Military Medal, 1914 Star, British War Medal and Victory Medal. Since enlistment he had been charged four times with absence and once with using obscene language.

Sentence will be promulgated in due course.

THE ADMINISTRATION IN THE PHILIPPINES.

GOVERNOR-GENERAL'S ADDRESS TO THE LEGISLATURE.

General Leonard Wood, following his inauguration as Governor-General of the Philippine Islands, delivered a message to a joint assembly of the Senate and the House of Representatives.

The following are features of the message:

"My recent and very thorough inspection of the Islands involving visits to 48 provinces and 449 cities and towns, has given me a very clear idea of conditions throughout the archipelago. I find the people as a rule, happy and law-abiding and, in the main, prosperous. Public order is everywhere excellent, with the exception of minor disturbances in the Moro regions."

"Too often the administration of justice has been slow and unsatisfactory. The courts of the islands are clogged with approximately 50,000 cases awaiting decision."

"There are not enough judges of the first instance to promptly dispose of the cases coming before them. The judges of these courts are underpaid. I believe that their number should be increased somewhat."

"There is a marked business depression throughout the islands due principally to the fall, after the world war, in the prices of the principal staple products of the islands. Happily, this condition is improving and there are many evidences of progressive development in the island. This development is gratifying and shows that the Filipino people have responded to improved conditions in transportation, finance, public order and markets."

"I am glad to inform you that I find in neighbouring countries a very keen desire for closer and more extensive trade relations with Philippine Islands. This speaks well for future trade development and should be encouraged."

"A serious blow has been dealt insular credit through incompetent management of the national bank. Responsibility for this rests in part upon Filipinos, but also upon those Americans who placed untrained and incompetent men in charge of affairs with which they were unfamiliar."

The message praised the Philippine system of free education for all, and also paid tribute to the University. It contained no reference to the subject of independence.

DURING THE WINTER SEASON

WE STOCK A LARGE SELECTION OF SWEETS FONDANTS AND BON BONS.

NEW STOCKS INCLUDE

PEPPERMINTS
PEPPERMINT CREAMS
MARZIPAN
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CARNIVAL BON BONS
TURKISH DELIGHT
FRUIT GUM PASTILLES
CLARNICO TOFFEES
MINT HUMBUGS
CREME de MENTHE
CREAM CARAMELS
SUGARED ALMONDS
MIXED FRUIT DROPS
ACID TABLETS
BARLEY SUGAR
etc. etc.

PRICE FROM \$1.00 per lb.

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Particulars and shade books on application.

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NEW DANCE RECORDS

6138 (THAT NAUGHTY WALTZ ISLE OF GOLDEN DREAMS	3383 (TODDLE BEELA BOOLA
6144 (ON MIAMI SHORE IF YOU COULD CARE	3378 (SIAM SOO MAKE BELIEVE
3393 (MAZIE TWO SWEET LIPS	3376 (ANSWER O-E-I-O
3391 (NEVER IN YOUR DAD'S ARMS IS FOILED YOU	3375 (MY MAMMY DO YOU EVER THINK OF ME
	3368 (PEEBLES FANDANGO

ANDERSON'S

Powell

TELEPHONE 3146

We have one of the largest stocks of Gentlemen's English and American Boots and Shoes in the Colony and at very reasonable prices.

JUST RECEIVED

"SAXONE"

DRESS BOOTS & SHOES. BLACK & BROWN BROGUES. BLACK & BROWN BOOTS & SHOES.

Keltic

This make we have in stock in all leathers and can recommend them for hard wear.

"SAXONE" and "KELTIC" are made in SCOTLAND.

NEW ADVERTISEMENTS

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES
FROM JAPAN.

THE Steamship
"CHAKSANG"
Having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.
Goods not cleared by the 26th Inst. will be subject to rent.
All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, October 20th, 1921. [1637]

THE NORWEGIAN AFROIA AND AUSTRALIA LINE.

NOTICE TO CONSIGNEES
FROM SQUADINAVIA.

THE Steamship
"RENA"
having arrived from the above ports on the 20th inst. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.
Goods not cleared by the 27th Inst. will be subject to rent.
All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on the 27th Oct. 1921 at 10 A.M.
Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by THORESEN & CO., Agents.
Hongkong, 20 October 20th, 1921. [1638]

"GLEN" LINE LIMITED.
NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID, COLOMBO AND STRAITS.

THE "S.S."

"GLENIFFER"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.
Goods not cleared by the 26th Oct. 1921, at 5 P.M., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard & Douglas, on 26th Oct. 1921, at 10 A.M. Claims against the steamer including those for cargo short delivered must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, October 18th, 1921. [1639]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 24th day of October, 1921, at 3 P.M., at the Office of the Public Works Department, by order of His Excellency the GOVERNOR, of one Lot of CROWN LAND on new road between Wanchai Gap to Magazine Gap in the Colony of Hongkong, for a term of 75 years, with the option of renewal of a CROWN LEASE to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sub.	Reg. by No.	Locality.	Boundary Measurement.	Contents of the Lot.	Annual Rental.	Upset Price.
1	100	On new road between Wanchai Gap to Magazine Gap	100 feet by 100 feet	100 sq. ft.	100/-	2,500/-

NEW FRENCH LOAN.

CREDIT NATIONAL.

Issue of Bonds, Frs. 500.
Interest 6%, free from income tax.
Price Frs. 498.50 net.
Interest payable every 6 months from 1st May, 1922.
Reimbursement by 4 yearly drawings comprising 7,200 prizes amounting to Frs. 13,000,000.
For subscription apply to—
BANQUE DE L'INDO-CHINE
1629

INTIMATIONS

NOTICE

THE ROYAL HONGKONG YACHT CLUB

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ANNUAL GENERAL MEETING of Members will be held at the Club House, North Point, on FRIDAY, 21st October, 1921, at 5.30 P.M.
By order,
ROBT. E. MACDOUGALL,
Hon. Sec. & Treasurer.
[1608]

NOTICE

ROYAL HONGKONG YACHT CLUB.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of Members will be held at the Club House, North Point, on FRIDAY, 21st October, 1921, at 5.45 P.M. to consider, and if thought advisable, to raise the Entrance Fee to \$25.
By order,
ROBT. E. MACDOUGALL,
Hon. Sec. & Treasurer.
[1607]

HONGKONG CRICKET CLUB.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of Members will be held in the Pavilion on TUESDAY, 25th October 1921, at 5.30 P.M. for the purpose of authorizing the issue of Debentures under the new Articles of Association.
By Order of the Committee,
L. S. GREENHILL,
Hon. Secretary.
Hongkong, October 17th, 1921. [1616]

HONGKONG JOCKEY CLUB.

THE HALF YEARLY MEETING of the Jockey Club will be held in the Jockey Club Rooms, Hongkong Club Annex, on THURSDAY, 27th October, at 12 Noon. [1623]

THE HONGKONG JOCKEY CLUB.

THE NEXT GYMKHANA has been fixed for SATURDAY, 5th November, 1921. Programmes can be obtained at the Hongkong Club, the Racecourse and the Jockey Club Stables. Entries close on October 25th. A further Extra Gymkhana Meeting will be held on 26th November, 1921, in aid of the British Legion. [1624]

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE

A GENERAL MEETING of Members will be held on TUESDAY, the 25th October, at 4.30 P.M. in the CHAMBER ROOM, CHARTERED BANK BUILDINGS, 3 QUEEN'S ROAD CENTRAL, for the purpose of nominating a Representative of the Chamber to serve on the Legislative Council owing to the resignation of the Hon. Mr. F. H. HODGKINSON. Notice in writing of the names of candidates and of their proposer and seconder to be lodged with the Secretary at least 48 hours before the time appointed for the holding of the General Meeting.
By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, October, 18th, 1921. [1636]

NOTICE

I the undersigned of No. 81, Wing Lok Street, Victoria in the Colony of Hongkong hereby give notice that in consequence of an agreement with the Vendor, I have applied to the Board of Trade, under section 47 of the Merchant Shipping Act, 1894 in respect of the ship "SUI SANG" of London, official number 105773 of gross tonnage 2790 tons register tonnage 1778 tons; heretofore owned by the Indo-China Steam Navigation Co., Ltd. for permission to change her name to S.S. "APEY" and to have her registered in the new name at the Port of Hongkong as owned by THE LAI HING STEAMSHIP COMPANY, LIMITED.
Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong, within seven days from the appearance of this advertisement.
Dated at Hongkong this 18th day of October, 1921.
LI KOON CHUN,
Managing Director
of Lai Hing S.S. Co., Ltd.
[1627]

NOTICE

TO LOVERS OF ART & CURIOS.

KOMOR & KOMOR
The Oldest Curio Shop in Hongkong.
CLOSING.

We offer the whole of our stock at Less than Cost!

CASH SALE now on

CURIOS, SILK GOODS, IVORY AND SILVER WARE CHINA, BRONZES, FURNITURE, ETC.

The complete Stock must be cleared before the end of NOVEMBER.

KOMOR & KOMOR
Alexandra Building. [1615]

SEAMEN'S INSTITUTE.

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.
Reading and Writing Rooms, Billiard Room, Officers' Room, G.P.O.'s Room Restaurant, Concert Hall, Church.
Private Cabins and beds in—Dormitories.
Motor Launch "Davenport"
[1628]

NOTICES TO CONSIGNEES

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.
FROM UNITED KINGDOM, GENOA, PORT SAID, COLOMBO AND STRAITS.

THE Steamship

"PEMBROKESHIRE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.
Goods not cleared by the 25th Oct. 1921, at 5 P.M. will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 25th Oct. 1921, at 10 A.M. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.
Hongkong, September 18th, 1921. [1629]

"BEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

The Steamship "BENLOMOND"

FROM ANTWERP, MIDDLESBRO' LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 3rd Nov., or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 10 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.
Hongkong, October 19th, 1921. [1635]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for:

Boxes OK, KI, LM, LN, LE, LT, LU, LW, MA, ME, MZ, NB, A

LOST—A BROWN POINTER, short haired, small, resembling a whippet, and answers to name of BILL. Finder will be rewarded and thanked on communicating with Box No. N.I. case of Daily Press Office. [1628]

TO LET—A FLAT in Camby Buildings Nathan Road—Kowloon. Apply to Messrs. KAYAMALLY & Co. 5, D'Almeida Street. [1626]

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For particulars apply to—THE HONGKONG LAND RECLAMATION CO., LTD. [1646]

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GODOWN at Sam Shui Po near Cosmopolitan Dock. Large open compound in front suitable for the storage of Metal, Lumber, Ores, etc. Marine Lot; approach either from land or water side. For particulars apply to—W. G. HUMPHREYS & CO. [1624]

TO LET.

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By an Import and Export Firm, a YOUNG CHINESE with knowledge of English and French. Apply Box No. 1031, Care of Daily Press Office. [1631]

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The Daily Press.

HONGKONG, OCTOBER 21st, 1921.

THE SEED OF A FAR EASTERN WAR.

THE Memorandum on the Shantung Question which the Chinese Government has presented to Japan, a translation of which appeared in yesterday's Daily Press, goes much farther in its rejection of Japan's offer than perhaps most foreign students of the problem expected. It was, of course, to be expected that China would not entertain the proposal for a Sino-Japanese administration of the Shantung railway and the mines which are closely associated with that enterprise; and also that she would enter into no pledge that Japanese instructors should be employed for training the police force which should in future guard these properties. China is demanding an absolutely unconditional surrender of all the rights and privileges which she had given to Germany and which Japan inherited by the Peace Treaty of Versailles which China on that account declined to sign by way of emphasising in the most emphatic manner possible her disapproval of the decision of the Peace-makers. She goes a step further in the Memorandum by declaring that "in view of the marked difference of opinion existing between the two countries, and apprehending that the case might long remain unsettled, China reserves the right to herself to seek a solution of the question whenever a suitable occasion presents itself." One interpretation that may be put upon this declaration is that China will seek a settlement, at some time or other, by armed force rather than acquiesce in such a settlement as Japan now proposes.

Where the rejection of the offer goes farther than we had anticipated is in its refusal to recognise the vested rights acquired by enterprising Japanese subjects during the occupation of the territory by Japan. Japanese during the past five years have invested very heavily in property at Tsingtao and now own practically all the most valuable property in the vicinity of the wharves and railway, so that whether Tsingtao is to be handed back to China or not, it will remain virtually a Japanese settlement. China now informs Japan that "the vested rights of foreigners obtained through legitimate processes under the German regime, will, of course, be respected; but those obtained by force and compulsion during the period of Japanese military occupation and against law and treaties can in no wise be recognised." If that means, as it presumably does, that China is not prepared to recognise the transfer of any property to Japanese made during the Japanese military occupation, it puts an end to all thoughts of a settlement by negotiation. Even in the matter of the return of all "Administrative Government properties" China is far from satisfied with the offer made by Japan to cede these properties "in principle." China requires that they shall be ceded outright, and, moreover, wants a far wider interpretation given to the term "public properties" than Japan apparently contemplates. "It," says China's Memorandum, "it is the sincere wish of Japan to return all the public properties to China, she ought to hand over completely the various kinds of official, semi-official, municipal and other public properties and enterprises to China to be distributed according to their nature and kind to the administrations of the central and local Authorities, to the Municipal Council and to the Chinese Customs, etc., as the case may be. Regarding this, there is no necessity for any 'special arrangement.'" With such a document as this before it, we do not see how it will be possible for the coming Conference at Washington on Pacific Problems to settle the Shantung Question. However far Japan may be prepared to go in the interests of peace and concord to meet the wishes of China in regard to retrocession of sovereign rights she will assuredly not be prepared to sacrifice all the rights of private property which Japanese citizens have acquired at Tsingtao during the military occupation of that territory by Japan. Possibly China is demanding more than she is really prepared to accept, and it is not improbable that the dominating idea behind the Memorandum is to evade direct negotiations with Japan and throw upon the Conference at Washington the onus of finding the way out of the impasse. Unless China is prepared to recede in several respects from the position she takes up in the Memorandum there can be no hope of a satisfactory outcome of the deliberations of the Washington Conference on the subject. In that event Japan will remain in military occupation until China deems herself to be in a position to "seek a solution" by some other method.

Cable communication to Shanghai and beyond is now normal.
A Chinese woman who returned from Macao by the s.s. Nui An, after a "fluster" at the gambling houses in which she lost \$2,000, tried to commit suicide by throwing herself overboard after the vessel left Macao. The ship's officers displayed great promptitude and the woman was rescued.
The Chinese Engineer and Contractor (Chinese) says: "The Hongkong Government is to introduce motor coaches on the Canton-Kowloon line. Several have been purchased from the Hall-Scott Motor-Car Company, San Francisco. These cars have a speed of 45 miles an hour with a capacity for 60-80 passengers. They are made of steel and are well ventilated. The running cost is said to be considerably cheaper than that of other means of transport."

A "social evening" took place at Union Church, on Wednesday, and proved very successful. As so many members of the Church and congregation have a long way from the Church and consequently find difficulty in attending late meetings, the experiment was tried of having "high tea" at half past seven and breaking up at half past nine. The idea evidently "caught on" for the hall adjoining the Church was well filled. Before tea, Mr. E. J. Chapman, the organist, gave an organ recital which afforded much pleasure and afterwards Mrs. Buchanan, Miss Maclellan, Mr. Lay and Mrs. Bowes Smith contributed to a programme of music. The Minister, the Rev. J. Kirk Macdonald, expressed the thanks of the assembly to those whose efforts had ensured the success of the social, and emphasized the importance of the social side of Church life. Mr. Macdonald announced that the literary club re-opens for the winter on November 1st.

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Mr. Yeater, who has just retired from the Governor-Generalship of the Philippine Islands, is a passenger on the Suez State, which arrived from Manila yesterday, bound for Seattle. Mr. Yeater is spending to-day at Canton.

The arrangements at Singapore for the visit of the Prince of Wales are... One Address from the whole Colony will be presented on landing, unveiling of was memorial, visit to Malaya Borneo Exhibition, a Yacht Club banquet, and ball at Government House. On the next day, it is possible R.H.H. will visit Johore, and he will attend an unofficial luncheon, the races in the afternoon, dine with ex-Service men and witness a torch light procession.

Mr. Orme has discharged the Chinese woman who, with her servant, was charged with "larceny by finding" in respect of a watch and chain with appendages which it was alleged they picked up in Taihang Village on the recent public holiday. The mistress disposed of the appendages—two gold coins—at a money changer's. Mr. Orme indicated that if she had taken them to a pawnbroker's a charge of "unlawful pawning" would probably have been sustained. As it was, he told Mr. F. E. Nash, who represented the mistress, the defendant would be discharged.

During the past few months there have been numerous suspensions and dismissals of public officials in the Philippine Islands for dereliction of duty. Many people, says the Manila Times, were of the impression that the Wood-Forbes Mission and Governor-General Yeater himself were responsible for this very thorough and beneficent purging, but it now transpires that these suspensions and dismissals were recommended by Filipinos, which is noteworthy as being greatly to their credit. But the Manila Times adds that had it not been for the investigations of the Wood-Forbes Mission which brought many grave irregularities to light, and for the determination of Governor-General Yeater to see justice done, the cleaning-out process would probably not have been even begun. The vomiting may have been caused by the diaphanous movements of the Philippine body politic, but the emetic which induced it was the Mission's and Yeater's.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

NAVAL BASE IN THE PACIFIC.

NOT TO BE SINGAPORE.

MELBOURNE, October 19th.
Mr. Hughes, speaking in the House of Representatives, said that the question of a naval base in the Pacific was discussed at the Imperial Conference and a decision was reached, but the base will not be Singapore.

BANQUE INDUSTRIELLE DE CHINE.

CONSORTIUM WITHDRAWS OWING TO CHINESE ATTITUDE.

PARIS, October 19th.
The Consortium of Banks, which was formed with the object of coming to the rescue of the Banque Industrielle de Chine, has informed the Minister of Finance that it has been obliged to abandon the idea owing to the fact that the Chinese Government is no longer prepared to abide by its promised guarantees.

INTERNATIONAL CONGRESS OF WORKING WOMEN.

CHINESE LADY ON CONDITIONS IN CHINA.

GENEVA, October 20th.
An International Congress of Working Women has been opened. Ten countries are represented, including China, Japan, and South Africa.

In the course of an interesting discussion on the application of the Washington resolutions, Miss Zung, of the National Y.W.C.A. China, who was the only Oriental present and who was cordially welcomed, described the labour conditions in China and said the fact that China had not replied to the Washington resolutions was not surprising, seeing that no labour organisations existed in China, while the industrial conditions were unlike those in other countries and were worse by comparison.

CHINA'S INDUSTRIAL ENCOURAGEMENT MEET REGULATIONS.

The Industrial Encouragement Regulations as promulgated by the Ministry of Agriculture and Commerce have not been revised. Persons or firm eligible for awards in accordance with the regulations are as follows:—
1.—Miners or mining companies paying an annual rate of taxes over \$2,000.
2.—Manufacturing firm of important commodities or necessities.
3.—Reclamation companies with more than 3,000 mow of land.
4.—Inventors of modern industrial machinery or implements.
5.—Shippers of more than 3,000 tons.
6.—Industrial educators.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

UNEMPLOYMENT PROBLEM.

MR. LLOYD GEORGE'S SPEECH
PRAISED AND CRITICISED.

LONDON, October 20th.

Mr. Lloyd George, dealing with export credits, announced that the Government had proposals from foreign Governments for very considerable engineering orders to renew transport facilities to those countries provided the Government was prepared to give extension of credit for repayment. The Government had concluded that kind which take years to complete—this was desirable. He believed it would thus be possible to give very considerable orders, especially in engineering, which was suffering most from unemployment at present.

LATER.

Mr. Lloyd George's speech calls forth from the newspapers a measure of praise as regards the presentation of a difficult case, but the actual proposals are subject to criticism.

The *Times* commends the extension of the export credit scheme throughout the Empire, but it considers that a most serious defect of the scheme is that it tends to increase taxation without offering the country any prospect of immediate relief from the crushing fiscal burdens.

The *Morning Post* says that Mr. Lloyd George proposes to remedy the evil of unemployment by continuing in principle the very policy which has largely produced unemployment.

The *Daily Mail* says the scheme is a palliative and will not cure.

The *Daily News* says the scheme is not inspired by a broad policy but is merely a timid attempt to evade the coming storm.

The *Herald* bluntly describes the proposals as bluff. It adds: "We cannot feed the unemployed on bluff."

The *Chronicle* and *Telegraph* support the scheme.

EARLIER CABLES.

GOVERNMENT EXPORT CREDIT
SCHEME.

LONDON, October 19th.

Mr. Lloyd George, addressing the House of Commons on unemployment, dwelt upon the importance of reviving trade, and said that we had to convert the world's need of goods into a demand and the demand into payment. He announced that the Government's export credit scheme would be amended by the Government guaranteeing 100 per cent. instead of 85 per cent., and a special Advisory Commission would fix a maximum to which each firm would be permitted to trade. That would enable business in textile fabrics to be done abroad.

LOANS TO COLONIES FOR UTILITY
WORKS.

The Premier announced that Mr. Churchill had arranged to raise about £20,000,000 upon the credit of the British Colonies for the purpose of development of railways and other utility works, which would appreciably affect the engineering trades in Britain. He pointed out that orders had been largely because the cost of production and the cost of raising capital were both excessive. The Government proposed guaranteeing Colonial loans, providing the expenditure promoted employment in the United Kingdom. A fund contributed jointly by the workers, masters, and the State is to be established for six months, from which the unemployed are already receiving benefit and will receive an additional grant for families.

APPEAL FOR INDUSTRIAL
HARMONY.

Mr. Lloyd George added that trade recovery was the real remedy for unemployment. That did not depend upon the Government, which was compelled to economise ruthlessly. He emphasised that, despite a debt of eight thousand millions, Britain was paying her way without concealing deficiencies by printing paper money, and her courage would be rewarded. He appealed to masters and workers to compose their differences, otherwise there would be no wages.

TWO RELIEF MEASURES INTRO-
DUCED.

LONDON, October 19th.

Two Government Bills dealing with unemployment have been formally introduced in the House of Commons by Dr. Macnamara—namely, a Bill providing for temporary payment of grants to unemployed workers towards the maintenance of families and suspending the operation of Sec. 27 of the Unemployment Insurance Act; and a Bill authorising, during a limited period, the provision of poor relief to destitute able-bodied unemployed in Scotland and extending the borrowing powers of Parish Councils.

LATEST CABLES.

GENERAL PERSHING LEAVES.
A GREAT SEND-OFF FROM PARIS.

PARIS, October 20th.

General Pershing left for Cherbourg en route to America. There was a distinguished gathering at the station, including a representative of M. Millerand and several Cabinet Ministers.

GERMAN PEACE TREATY.

IS IT A DISAGREEABLE
NECESSITY?

New York, October 20th.

The *New York Times* declares that the German Peace Treaty is a disagreeable necessity. It is an anti-climax because it falls far below the resolves with which America entered the war.

ANGLO-JAPANESE ALLIANCE.

CRITICISED BY NEW ZEALAND
LABOURITES.

Wellington, October 20th.

The debate in the House of Representatives on Imperial affairs closed in an atmosphere of general approval of Mr. Massey's attitude. A small group of Labourites criticised the Anglo-Japanese Alliance adversely, objecting to any alliance involving the possibility of war commitments.

SUCCESSFUL REVOLUTION
IN PORTUGAL

NEW MINISTRY TO BE FORMED.

LONDON, October 20th.

The Government has been overthrown as the result of a bloodless but successful military movement.

It is probable that a new Ministry will be formed with the ex-revolutionary, Senhor Maria Coelho, as Premier.

THE IRISH CONFERENCE.

TO RE-ASSEMBLED TO-DAY.

LONDON, October 20th.

It is announced that the next meeting of the Irish Conference has been called for October 21st.

A HUGE CONCERN.

LARGEST SINGLE SPINNING BUSI-
NESS IN THE WORLD.

LONDON, October 20th.

It is announced that Crosses and Winkworth Consolidated Mills have practically completed negotiations for the purchase of Heaton Mills, near Bolton. Heaton is one of the last Bolton concerns remaining in family hands and it will increase the Crosses and Winkworth spindles to a million and a half, constituting the largest single spinning concern in the world.

NEW RUBBER INSTITUTION

TO PROMOTE BETTER AND CHEAPER
PRODUCTION.

LONDON, October 20th.

The Institution of Rubber Industry has held its inaugural meeting.

The president, Mr. Brookings, explained that the new institution enabled all who were interested in the industry to meet and discuss all branches of it and thus promote better and cheaper production.

Sir Henry Wickham spoke of his experiences in securing seeds from Brazil, in 1878, from which the rubber plantation industry in the East originated.

SILESIA DECISION.

NOTE TO WARSAW AND BERLIN

PARIS, October 20th.

The Ambassadors Conference has agreed on procedure regarding the Silesia decision and has drawn up the text of a Note to Warsaw and Berlin.

PROSPECT THAT THE PARTIES
WILL ACCEPT.

LONDON, October 19th.

It is learned that the Polish Government has given an assurance that it will do its utmost to ensure the carrying out of the League of Nations' decision with regard to Upper Silesia. It is believed that this will have a calming effect in Germany. It is known that Germany has been communicating with Poland in regard to a settlement. It is hinted that if either party does not accept the decision, the Supreme Council may reconsider the frontier in favour of the accepting party, but it is confidently hoped that Germany will unreservedly accept.

LATEST CABLES.

ANGLO-AMERICAN UNITY.

"WE ARE NATURALLY ARRAYED
TOGETHER."

New York, October 20th.

In a leader the *World* describes Mr. Harding's speech at Yorktown as a "League of Nations speech." It says that Mr. Harding has begun to see that inexorable events are taking the United States into the League and that he will see it more clearly by the time the Washington Conference has finished its work.

The *Tribune* says that Mr. Harding struck the heart of the peace problem when he emphasised the supreme necessity of close Anglo-American Union. It says: "Britain seems to have permanently shaken off the old anti-American psychology. Americans, if they desire peace, must conquer the remains of any Anglophobia that still grips them."

EARLIER CABLES.

New York, October 19th.

Presiding Harding, speaking at a ceremony in commemoration of the British surrender of Yorktown in 1781, and surrounded by high officials of the Administration standing within sight of the spot where Cornwallis laid down his sword, said he hoped to see an enduring sentiment of peaceful relationship between the two great, English-speaking nations. He proceeded:

"That either should ever again lift the sword against the other must be unthinkable; we are naturally arrayed together in a trusteeship for preserving civilisation for all time."

"The triumph of freedom in the American Colonies strengthened liberalism in the Old World. This liberalism, grown dominant, had inevitably brought Britain and America to a policy of accommodation in the Pacific and adjustment of all differences. After a century of unbroken peace they united in sacrifice in the world war, the lesson of which was the real interdependence of the nations which lead civilisation."

After paying a tribute to France, President Harding said they stood at the dawn of a new day, in which nations would be stronger for contributing to the world's betterment. There was urgent need to bring together the best thought of all peoples into a co-operative endeavour which would shun armed alliances and strengthen concord and peace.

WASHINGTON CONFERENCE.

FRENCH AND BELGIAN
REPRESENTATION.

WASHINGTON, October 19th.

Belgium has accepted the invitation to attend the Washington Conference "with thanks and appreciation."

PARIS, October 19th.

In the Chamber M. Briand announced that, subject to the approval of Parliament, he himself will head the French delegation to Washington.

SOVIET FINANCE.

MAXIM GORKY TO NEGOTIATE
WITH AMERICAN CAPITALISTS.

HELSINKI, October 19th.

Maxim Gorky has arrived. It is understood that he proposes to enter into negotiations with American capitalists on behalf of the Soviet Government.

STEEL INDUSTRY.

PRICE MUST BE LOWERED OR
WORKS WILL CLOSE.

LONDON, October 19th.

In a speech at Dalmuir, Lord Invernairn declared that, unless the price of steel was reduced to something like pre-war figures, steelworks must close down.

FRENCH TRADE.

RESULTS OF THE PAST NINE
MONTHS.

PARIS, October 19th.

Imports into France for the first nine months of 1921 totalled fr. 15,833,000,000 and 24,808,000 tons, compared with 46,155,000 tons for the corresponding period of last year. The reduction is largely due to a decrease of nine million tons of raw materials.

Exports amounted to fr. 15,862,000,000 and 10,727,000 tons, compared with 8,951,000 tons in the corresponding period of 1920.

CONCEALED BOMB.

SENT TO THE U.S. AMBASSADOR.

PARIS, October 19th.

A parcel addressed to the American Ambassador's house, apparently containing a bottle of perfume, exploded when opened by his valet, seriously injuring the latter and wrecking the room. It contained a high explosive bomb.

U.S. PRESIDENT AND
BRITISH BANKERS.

INVITATION DECLINED.

WASHINGTON, October 19th.

President Harding has declined an invitation from British bankers to send representatives to a non-official financial conference on December 12th, but it is believed that probably private banking experts will gladly participate.

U.S. FREIGHTS.

REDUCTIONS TO CONTINENTAL
EUROPE.

NEW YORK, October 19th.

The Continental Conference of Shipping Board representatives and shipping companies has announced a reduction of freight to Continental Europe of 15 to 20 per cent. per ton on metals and to 3 to 5 per cent. on oils, grains, meats, and canned goods.

THE AMERICAN LEGION.

ITALIAN COMMANDER-IN-CHIEF
ATTENDS CONVENTION.

NEW YORK, October 19th.

General Diaz, the Italian Commander-in-Chief, was enthusiastically welcomed on his arrival to attend the convention of the American Legion. He has been accorded the freedom of the city.

MORALS OF THE BARGE.

SUPERIOR TO TOWN DWELLERS.

From time suggestions have been made that the practice of living-in on canal boats has had serious effects on the health, safety, and morality of the barge population, and especially that the education of the children is neglected or non-existent. The matter has lately been the subject of inquiry by a Departmental Committee appointed by the Minister of Health under the chairmanship of Mr. Neville Chamberlain, and the Committee's report has just been issued through the Stationery Office.

The Committee took evidence from a variety of witnesses, and interviewed a number of barges, and the consensus of opinion is that, so far as health, cleanliness, morality, feeding, and clothing are concerned, the barge and his family are fully equal (if not superior) to town dwellers of a similar class. It might be thought that the narrowness of the quarters, the absence of any sanitary conveniences on the boats, and the enforced proximity of the sexes would lead to laxity in the standards of morality and decency; but the traditions of boat people have been handed down for generations, with the result that their conventions are different from those of shore dwellers, and that circumstances which might draw attention among the latter pass unnoticed by them. "Life on board these boats," says the report, "appears to be of an almost patriarchal character, and there was general agreement among the witnesses that the presence of the wife and mother on board helps to preserve a high standard of morality among the men and a kindly but efficient discipline among the children."

Ventilation in the narrow cabins is, in spite of the regulations, not good, at any rate in cold weather; but the open-air life during the day probably does something to counteract the conditions at night, and the health of canal boat children as a whole appears to be no worse than that of those who live in the crowded dwellings of our large cities. Certainly the children are not so liable to infectious diseases as those who live on shore. About 50 per cent. of the children are born on the boats under conditions quite unsuitable to mother and child—in cases of confinement, yet one nurse with considerable experience of these cases asserted that she had never known of a case where a mother died in confinement, and only one where a child was born dead. The women resume work in a remarkably short space of time after the birth of the child. Conditions of living-in are not ideal for women, but after careful consideration the Committee have come to the conclusion that they would not be justified in recommending that women should be prohibited from living-in and working on canal boats.

"SCANDALOUS UNDER-EDUCATION."

The Committee are of opinion that no case has been established for the exclusion of children from the boats on the ground of excessive danger from accident, nor, speaking generally, on the ground of employment in labour unsuited to their strength. As regards education, however, the report states that the evidence is overwhelming and practically unanimous that canal boat children are scandalously under-educated. The number of children of school age living on the boats is estimated at 1,000, and, according to investigations made last year by the National Society for the Prevention of Cruelty to Children, over 80 per cent. of these are almost uneducated. Their only opportunities for schooling occur when the boats are tied up for loading or discharging, and as many of the parents are unable to read or write, they care little that their children should make full use of even these opportunities. It has been reckoned that half of the children do not put in twenty-half day attendances in the year.

The Committee visited the special school for canal boat children at Brentford, which is the only example of its kind in England. It is attended by boat children only, but though the scholars are said to show marked interest in their studies and to make rapid progress, it was admitted that they could only come about once a month, and then only on two or three days while the boats unload and load. The Committee, therefore, recommend that, after a period of grace of a year to enable arrangements to be made, children of school age should be prohibited from living-in on canal boats during school terms. This, it appears, is unlikely to cause serious difficulty, as a large number of the barges already have homes on shore, while many of the others have relatives on shore with whom the children could live during school terms. As a matter of fact some of them now leave their children with relatives on shore for educational purposes.

The Committee also recommend that the owners of canal boats should be required to take out annually a simple form of license, in order that in future more accurate information may be available as to the number of boats actually used as dwellings, and to ensure the regular inspection of all such boats.

Daily Telegraph.

FOLKLORE IN THE

BURGENLAND.

A HOME OF GREAT MUSICIANS.

WEDDING CUSTOMS.

[FROM "THE TIMES" VIENNA
CORRESPONDENT.]

One of the curiosities of Austria's new province, the Burgenland, and indeed of Central Europe, is the Neusiedl See, a big lake covering 131 to 138 square miles, with a length of 22½ miles, a breadth in the narrowest part of 3½ miles, a mean depth of 6½ ft. and maximum of 13½ ft. It has no regular outlet. This function should be served by a canal 2½ miles long at the south-east end, but the discharge is practically nil. Other outlet there is none.

It will come as a surprise to many to learn that this land of hard-working peasants has given illustrious men to the world. The Burgenland's noblest sons have been musicians: Joseph Haydn, the village wainwright's son, eldest of a family of 22 children, was, strictly speaking, a Lower Austrian, as he was born at Rohrau, hard by the Burgenland frontier. But he spent nearly the whole of his life at Eisenstadt as Capellmeister to Prince Nicolas Esterházy. Franz Liszt, greatest of all pianists, was a real "Heizung," being born at Raiding by Oedenburg. So too was Joseph Joachim, king of classic violinists, who was born at Kittsee. Dr. Hans Richter, who revealed Wagner to English ears, first saw the light at Raasdorf, near Eisenstadt. Adam Oeser (of whom Goethe and Winckelmann were pupils); these and many others, artists and savants, were sons of the Burgenland.

The student of folklore will surely find much to interest him here. The Heidebauer still cling to their customs and superstitions, and, like their Frankish forefathers, lend a responsive ear to the mystic voices of land and forest. They believe firmly in long wayfarers through the forest at night being met by men of ordinary appearance, often friends or dead persons, who demand the execution of some pious act in atonement of a crime or wrong done. Woe to him who seeks to evade this!

A PEASANT'S BETROTHAL.

It is at the wedding festivities that the Heizenzen show their capacity to make merry. I will describe a peasant wedding at Raiding, Liszt's birthplace. There is a prelude to it, which is called "making sure." When Hans and Gretl have confided their intentions to their respective families and obtained a preliminary consent, each party appoints two of the nearest relatives to be their "best men." On the "making sure" day the men, with their fathers, and his best men, repair to the house of the fiancée. Here the two fathers and four best men fall to discussing the marriage portion, while Hans and Gretl, with beating hearts, sit on the stove bench and await the result. At last the bargain is struck and the list of guests drawn up. A copious dinner places the seal on the betrothal. While it is going on village swains "in the know" collect a pile of short straws in baskets, and with them make a trail between the two houses. The next morning the whole village knows by this token that Hans and Gretl are betrothed.

On the second Sunday after the "making sure," when the banns have been read out from the chancel for the second time, two of the nearest relatives of the young couple, in holiday dress, each with a cane decorated with flowers, roses, and ribbons, set forth to invite the guests. On the way they give vent to their joy by firing off their pistols. Each invitation is made strictly according to formula, and runs thus: "Praised be Jesus Christ! Herr Vetter (Sir Cousin) and Frau Madam (Madam), you will excuse us for importuning you so early, but we are two messengers sent out by the young Herr Bräutigam and his dearly-loved Jungfrau Braut to request your company at the Christian wedding (the word used would sound too coarse for English ears, so I paraphrase it), and the little repeat which they cannot discharge alone, but at which God and good friends are necessary. Therefore we beg you to recognize us as good messengers and appear without fail on the wedding day. Praised be Jesus Christ!"

The great day is usually the Tuesday following the third reading. For days beforehand the cooks are hard at work roasting, baking, and boiling poultry, pigs, and even whole oxen for the feast. Early on the wedding morning the young men, still carrying their canes bedecked with flowers and ribbons, fetch the guests, while the village band plays polkas and waltzes. At the first stroke of the church bell the bridegroom asks his parents' blessing and forgiveness. At the second stroke the cortège is formed and proceeds to the bride's house, led by the band. First come the bachelors, then the spinsters, next the bridegroom and his best man, and finally the married men and women. The bell rings for the third time. The bride now in her turn seeks her parents' blessing and forgiveness, and the procession is re-formed for the church, the bride and her best man walking immediately behind the bridegroom and his assistants.

The bride's attendants carry canes adorned with flowers, ribbons, and rosmery in one hand and a mug of wine in the other. In their pockets is a drinking glass which from time to time is filled and handed mostly to the musicians, to encourage them. When the knot is tied the whole village swarms round the porch of the church to congratulate the happy couple. Pistols are fired in the air. Then the party makes for the house of the bride's parents, where the feast awaits them. Often the way is blocked by snow thrown up by the village youths, who take toll of the merry-makers before they are allowed to proceed.

(Continued at foot of next column.)

STAINLESS IRON.

ROMANCE OF SHEFFIELD
INDUSTRY.

The discovery of methods of manufacturing iron and steel which will enable those materials to defy rust and stain of all kinds is the latest romance of Sheffield industry. Iron and steel makers are still exploring the possibilities of applying the materials to new purposes, and there seems no end to the story.

The extent to which stainless steel has revolutionized the cutlery trade is well known, but it is not so generally appreciated that stainless iron is of equal importance. Both materials were discovered some seven or eight years ago. Stainless steel was first devised, and soon after it was found that stainless iron could be produced, by much the same process, with the exception that a smaller quantity of carbon-free ferro-chrome was required. It is the absence of carbon which eliminates the liability to rust. Stainless iron which is now being made by several Sheffield firms, contains from 10 to 12 per cent. of carbon-free ferro-chrome, very slight traces of silicon and manganese, with sulphur and phosphorus as low as possible, in order to eradicate impurities and leave the iron practically carbon-free. It is generally made with a base of Swedish iron, which, owing to peculiarities in the ore or in the process of manufacture, is a little more elastic than other irons. The stainless iron is melted in an electric furnace. Large quantities were made before the war, but during hostilities, when munitions were urgently needed, and ferro-chrome was short, its production was stopped. Since the Armistice the trade has been resumed, and is now carried on on a large scale. Carbon-free ferro-chrome is a very expensive ingredient, and it is because less of this is needed in stainless iron than in stainless steel that the former material is the cheaper of the two.

Stainless iron has been largely used for the production of golf clubs—the iron, masher, and niblick. Being of a more pliable nature than steel, it is more easily worked up into these and other articles. It has attracted much attention from makers of stove grates, and is being used for kitchen ranges, grates, and fenders, in all of which respects it will abolish the labour of cleaning, and thus save expense. An important and useful direction in which the material has been applied is in the fitting of motor-cars. It is supplied in sheets for the making of bonnet boxes, and is much cheaper than the aluminium generally used. There is also in contemplation a greater use of it for the bodies of motor-cars instead of aluminium, and it is also supplied for the fittings of cars, taking the place of the electro-plated articles otherwise in use. In all these respects its unmatchable qualities, and the fact that the labour of cleaning is thereby saved, are strong points in its favour. It has a wide range of uses in the kitchen, as it is made up into a variety of cooking utensils. It is used for shop signs, tradesmen's name plates, and door plates. One firm is producing the material in wire form, to be made up into unmatchable door-mats, and it is also being used for spring mattresses.

Another important development in contemplation is the use of stainless iron for the furnishing of railway carriages, engines, and rolling stock generally. Inquiries for this purpose have been made by one railway company. The proposal is that it should replace brass for door handles, brackets, and many other fittings. It would be more expensive, initially, than brass, but the saving in cleaning costs would more than compensate for this difference.—*Times*.

THE WEDDING FEAST.

At the bride's house a fresh difficulty presents itself. The door is found locked. After much knocking the head of the cook appears above a ladder, asking what their "Honours" desire. One of the best men explains that they seek admittance and hands the cook a document, which is mostly a plain sheet of paper. She consents to throw open the door. There is a flourish of trumpets, songs are sung, and the feast begins. It goes on till evening. Soup, various kinds of boiled, baked, and roast-meat, roast fowl with salad and stewed fruit, various kinds of sweets, cold rice pudding, washed down with wine, coffee, and tea. The festivities often last two, and even three, days.

In the evening the cook again makes her appearance, this time with bandaged arms, suggesting that she has scalded and burned herself in her titanic efforts. Silver pieces, rain upon her as a consolation.

Before the dancing begins a young man holding in one hand a glass of wine and lemonade, and in the other a sprig of rosemary tied with a red ribbon, advances to the bride and makes his invitation to the dance. It is a quaint address in six paragraphs, calling incidentally for the blessing of God Almighty on the wedded pair "as He blessed the House of Manasseh and Abraham." The orator continues: "Now I turn to the beloved Jungfrau Braut! I greet her in her Garden of Roses. It is my duty to wait on her with a glass of wine grown at Cologne on the Rhine. If it grew not at Raiding and Haratschon. Grew it not between Raiding and Haratschon, it grew under sun and moon-shine. I think it will be drinkable. Hurrah!"

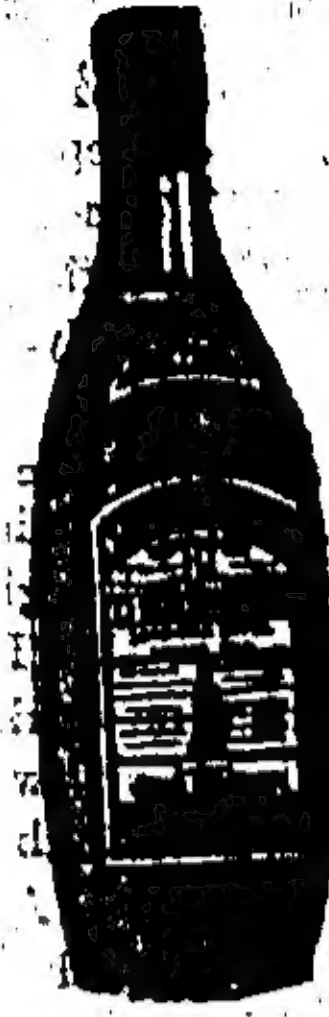
In another paragraph: "Now I ask the Jungfrau Braut to give me her right hand. If she is ill, she will go to the stove bench; if she is well and merry, she will jump over my hat; if she touches it she will be maledicted in a dozen Reichsthaler. Hurrah!"

At midnight, after three hours' hard dancing of polkas and waltzes, the Heizenzen have never heard of the now-forgotten fox trot—there is a hush. The best man takes the young wife by the hand and leads her to a chair in the middle of the room. The bridegroom, parents, relatives, and guests form a circle. The best man once more addresses the young woman, "I am sending her that benevolent forward, 'I wish you a happy life.' With that, a maiden steps forth and removes the green wreath which the bride has worn until now. Then dance and song continue more vigorously than ever."

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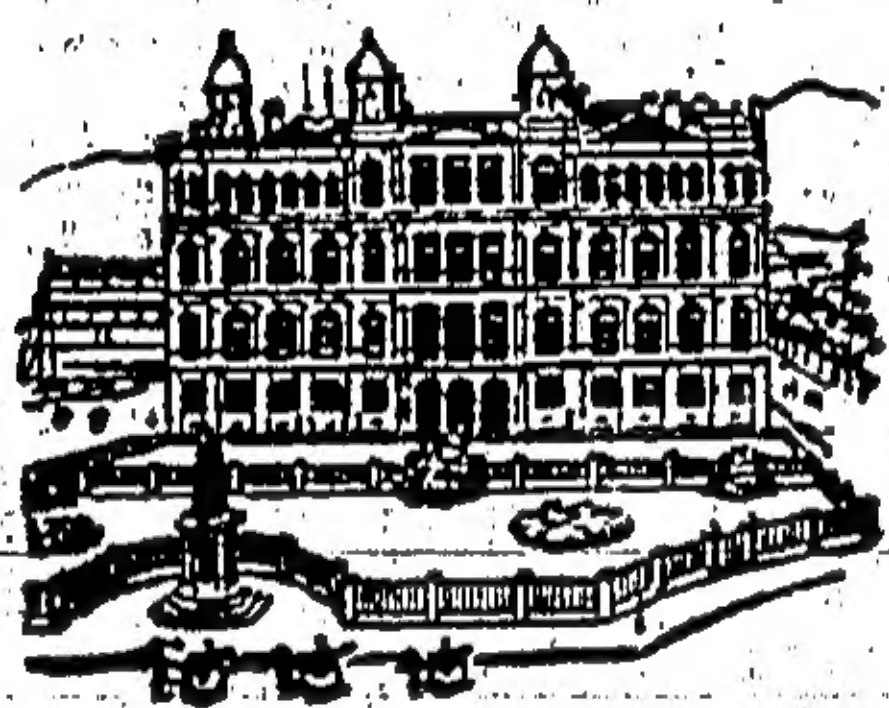


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THE NEW WOMAN.
OLD SHIBBOLETHS GONE.

[BY OWEN HARRIS.]

There is nothing new under the sun. Least of all is there a new woman. A short time ago a fragment of stone was unearthed, inscribed with characters of a cuneiform type, which, on being carefully and exhaustively studied by expert archaeologists, were pronounced to be of an earlier date even than those known of remote Babylonian and Assyrian origin. At last, on decipherment, the gist of the inscription was found to be to the effect that "our girls are getting out of hand." This piece of prehistoric evidence points to the fact that the feminist movement was already in progress in what we might deem the morning of the world. Doubtless, like our own late Suffragettes, the girls referred to, got what they wanted. Then, as now, of course, there were the limited and reactionary ready to condemn and oppose all advance or expansion. The hour of their own little zenith was the only epoch worthy of approval.

The so-called new woman of to-day seems to me only the natural product of circumstance and opportunity. Women have been always quick on the uptake, and this characteristic enabled them to do difficult, dangerous, and unaccustomed work with wonderful efficiency during the late war. Any longer to deny such a race of women a voice in public affairs became ridiculous, and the vote so long fought for, often, "unfortunately," with most undignified weapons, was granted to them.

The young woman of to-day has been through physical and mental strain (at the most impressionable period of her development) of a nature calculated to revolutionise her outlook on life and to destroy for ever many of the old Shibboleths. At the beginning and during the war it was often both said and written that civilisation would be put back five hundred years; yet now, when the effects of this retrograde movement are upon us, everyone evinces surprise and consternation. Surely we should have prepared for them. War, which is the crowning disgrace of a nominally civilised world, cuts up all that is elemental and abnormal in humans; the barriers are down, and woman, the sensitive and intuitive, is the first to respond to new conditions.

Pope wrote two hundred years or so ago that "every woman is at heart a rake." Without going quite so far, I do think that most women are less conventional and hide-bound than men, and that, perhaps, the rebound from centuries of oppression inclines them at the moment to a little over-indulgence in their well-earned freedom.

HIGH TYPES AND LOW.

In saying this I am not speaking of the best and highest type of womanhood. She, as always, acts with judgment and restraint; the possession of the rare and inestimable gift of good taste enables her to avoid all exaggeration, and to retain what is of tried worth in the old world and to annex what is of help or value in the new. But all women are, unfortunately, not similarly gifted, and we are called upon to-day to endure many appalling manifestations of unbridled feminine liberty. During the war our world became a huge melting-pot, containing many unsavoury ingredients, and in the seething much scum has naturally risen to the surface, and some of the very corrupt, high-nosed, cubist-patterned ladies we see everywhere in our midst may be likened to distended iridescent bubbles adorning that surface. Soon may they burst! And as the greater number I notice to be those of riper years, the time of waiting may be mercifully short.

Already before the war woman had begun to throw off the shackles of the absurd and hypocritical early and mid-Victorian conventions and to recognise herself and to insist on being recognised as a human being possessed of intellect, capabilities, and passion equal to, though different from, man's, and to demand the rights of citizenship rather than the protection extended to a helpless and inferior creature.

From the opposition presented by our Governments to this very reasonable demand, it seemed likely to be long before their object was attained; but with the European war came woman's great chance of showing her real powers, and nobly she rose to the occasion. In our admiration of her the bitterness and contempt roused by the coarse and childish methods of the mistaken action of the suffragettes was speedily forgotten.

Though to my thinking there is no new woman, she has changed her manners and customs vastly during the last decade; dress is only the outward and visible sign; no doubt the girls referred to in the cuneiform inscription which I have quoted transgressed against old accepted canons in this respect, as well as in others. I do not know what was the fashion of their era, which was probably that of the Sumerian inventors of cuneiform characters, but I expect they wore looser or tighter garments, more of them, or less of them, than was acceptable in the eyes of conventional authority. War, I believe (among its other purifying results), has always had the effect of un-clothing woman. Man throws aside all the drappings and disguises of ordinary peaceful times and so does woman, the one physically, the other physically naked and unashamed. It was thus after the Napoleonic wars; woman's dress at the Court of the Empress Josephine was frank to an extraordinary degree, only equalled by that of our own day. Colour, too, becomes crude and violent, affected presumably by blood-madness and the terrible orgy of primitive passions; the gentle, subtle shades and gradation fitted for days of harmony and quiet meditation give way to hideous combinations of screaming orange, arsenic green, and red, with writhing in giant stripes or bursting out in unchastal, bloated flowers. Beauty lies bleeding in the dust, trampled on alike by the feet of conqueror and conquered. Art, worthy of the name, covers his eyes in speechless

(Continued on p. 1 of next column.)

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grief. But under all and every new trapping we find still the same woman, true to the old types. The succubus, the grande amoureuse, the coquette, the elective celibate, the unwilling celibate, the athletic, the intellectual, the sexless, the predatory, the maternal woman are all with us essentially, fundamentally unchanged.

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In the world's upheaval, amid the waste and ruin of life, there has, of course, been unusual advantages for the predatory woman. Men, maddened by fear or intoxicated by conquest are easy prey. Poor children (as many of them only are), haunted by unutterable memories, turn eagerly to any excitement that may help them to forget, and the predatory woman helps only too willingly at a price. Like the vulture and the jackal, she reaps a rich harvest from the battlefield, and flannels and glitters wantonly in her short-lived glory.

The maternal woman, not of necessity a mother herself, but the woman of strong maternal instincts, the natural comforter and consoler of humanity, has never shown to more advantage than during these years of our great tribulation. With divine pity and self-sacrifice she never shrinks from sights of horror and agony, with a superhuman courage and tenderness she has helped to assuage suffering the cause of which like all true women, she condemns and deplores. She has steadfastly ministered to the sick, the wounded, the blinded, and the dying, often under fire herself, and often when her own heart was breaking with an overwhelming personal grief. The selfless mother woman for centuries the object of man's worship, no new woman, but as old as love itself—
Daily Telegraph.

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KATORI MARU (calling Manila) ... Saturday, 3rd Dec., at 11 a.m.
KASHIMA MARU ... Wednesday, 28th Dec., at 11 a.m.MARSEILLES, LONDON & ANTWERP via Singapore, Penang
Colombo, Suez and Port SaidIYO MARU ... Friday, 28th Oct., at 11 a.m.
ATSUTA MARU ... Friday, 11th Nov., at 11 p.m.
SHIMIZU MARU ... Friday, 25th Nov., at 11 a.m.
HAKONE MARU ... Friday, 9th Dec., at 11 a.m.HAMBURG, via LONDON & ROTTERDAM
MITO MARU ... Sunday, 23rd October.
MATSUYE MARU ... Wednesday, 23rd November.LIVERPOOL via MARSEILLES.
KAMAKURA MARU ... Wednesday, 7th Dec.SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.AKI MARU ... Tuesday, 15th Nov., at 11 a.m.
TANGO MARU ... Tuesday, 20th Dec., at 11 a.m.NEW YORK, via PANAMA & OUBAN PORTS.
DUBBAN MARU ... Saturday, 22nd Oct., at 11 a.m.
DELGOA MARU ... Friday, 25th Nov.NEW YORK via SUEZ.
RANGOON MARU ... Thursday, 27th Oct.RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE.
KAWACHI MARU ... Wednesday, 16th Nov.BOMBAY via Singapore, Penang and Colombo.
AKITA MARU ... Saturday, 22nd Oct., at 11 a.m.
WAKASA MARU ... Thursday, 3rd Nov.CALCUTTA via Singapore, Penang & Rangoon.
TOTOMI MARU (omitting Penang) ... Saturday, 29th Oct., at 11 a.m.
SANUKI MARU ... Friday, 11th Nov.NAGASAKI KOBE & YOKOHAMA.
TANGO MARU ... Friday, 18th Nov., at 11 p.m.SHANGHAI KOBE & YOKOHAMA.
KAGA MARU ... Friday, 25th Oct., at 11 a.m.
TSUYAMA MARU ... Thursday, 17th Nov.
YOKOHAMA MARU ... Sunday, 20th Nov., at 11 a.m.
YIMA MARU (calling Nagasaki & Kure) ... Sunday, 20th Nov.For further information apply to:-
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K. H. KAMEI, Manager.**YAMASHITA KISEN KAISHA**
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S.S. "TAIKWA MARU" ... on or about 27th Oct.FOR KEELUNG via Swatow & Amoy
S.S. "HOZU MARU" ... on or about 27th Oct.

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NEGLECTED CHURCHES.

RELIGION'S LOST CHALLENGE.

Vigorous criticism of the position of the Church in relation to the life of the people was offered by the Rev. Samuel Chadwick, Principal of Cliff College, Calver, Sheffield, and an ex-president of the Wesleyan Methodist Church, in an essay on "The Attitude of the People Towards Religion" at the Ecumenical Methodist Conference, the Central Hall, Westminster, on September 11th.

Mr. Chadwick declared that the wickedness of men might not matter very much if the women kept good. He would rather deal with fifty male infidels than with one unbeliever who was a woman. Woman's rebound from conventional virtue was as daring as her attire. Several members of the conference having opposed his opinion as to the Church's responsibility for indifference of congregations, Mr. Chadwick explained that he had not brought a general indictment against the Christian Church or the women of the present age.

In opening the discussion, Mr. Chadwick said that there was a great deal of religion outside the Church. There always had been; perhaps there had never been so much as now. Therefore, they must be careful not to make religion synonymous with Church statistics. There were many outside the Church, because the Church had not enough religion to satisfy them. They left the Church that they might be religious. The wonder to him was not that there were so many such, but that there were not more. Zeal for the Kingdom of Heaven made men impatient with the Church of Christ. Souls afloat could not breathe in an atmosphere laden with ceremonial unreality. In the face of great spiritual issues and urgent social problems, the religion of the Churches seemed a system of inane puerility and a travesty of the Cross of Calvary. The paradox of the present attitude was that disregard for the Churches coexisted with a deepened respect for religion. While there was contempt for the Churches there was often enthusiasm for the Kingdom of Heaven.

There was a far more serious aspect of the problem in the attitude of indifference to religion. God was jealous for His day, but it was rapidly becoming a day of pleasure without any thought of worship. The infidel lecturers of his youth had declared that if they could get rid of the Christian Sunday they would overthrow Christianity. He thought that Labour had done incalculable harm by organising its meetings on the Lord's day. The habit of not going to church had increased at an appalling rate. The overwhelming majority of the people in Great Britain never entered a place of worship. The churches had no attraction for them. Multitudes had no interest in the things for which they stood. They were not hostile. Thousands of young people were being brought up without religious instruction or religious example. They were not bad, but they were not religious. They had no sense of need for religion, and they were content to fill their lives with pleasure and gain.

The most important factor in the problem was the attitude of educated and middle-class young women to religion. Woman was the custodian of the world's moral and spiritual interests.

FEMININE UNBELIEF.

The wickedness of man may not matter very much if the women keep good," Mr. Chadwick continued. "The age has brought to womanhood a new freedom, a new horizon, and a larger responsibility. The new wine had made them heady. (Laughter.) They present a new problem in faith and life. I would rather deal with fifty infidels who were men than one unbeliever who was a woman. You never quite know where you are. (Laughter.) Feminine unbelief is infinitely more difficult to meet than its masculine counterpart and woman's rebound from conventional virtue is as daring as her attire. (Laughter.) Religion is falsely interpreted as a philosophy of restraint and rejected in the interests of freedom. The passion is for a life of self-realisation and self-expression, and the Tree of the Garden is chosen rather than the Cross of Sacrifice. Once more woman holds in her lap the destinies of the world."

The age of materialism had produced Christian Science, the defence of the Faith had undermined belief, and the theory of evolution had brought the biggest devaluation in the world—the war of barbarism in the name of culture spent with a capital K. So the world went on fighting in the name of peace, striking in the interest of industry, spending to secure economy, increasing wages to bring down prices. (Laughter.) We went mad after pleasure to prove we were serious, and stopped going to church because we were religious. (Laughter.) The explanation of the people's attitude to religion was partly in the peculiar temper of the age and partly in the essential character of the Christian religion. The people had lost confidence in the Churches; they believed the Churches had lost confidence in themselves. There was no consistency in their witness. The Churches were ignored because they failed so ignominiously to live their own gospel. They preached brotherhood and refused to meet one another at the same table of their Lord. They talked of union and could not unite. They professed equality and showed respect of persons. They preached reform and accomplished nothing. They claimed a heavenly citizenship and delighted in the prizes and pleasures of the world's vanities. The world expected bigger and better things of the Church than it found. The Church must be prepared to accept a large measure of responsibility for the attitude of people to religion. The Church was entirely responsible for the attitude of indifference and almost entirely responsible for the ignorance of the people. Religion had lost its challenge, and the Church had been taken at its face value. The Church must re-discover its faith; it must recover again its passion for the souls of men; and it must return to a

courageous, virile, and enlightened aggressive evangelism. While the Church and its ministers made the children their first concern, they must go out and grapple with the powers of ignorance and take their chance of being shot with rotten eggs, if necessary; but they would find people ready to listen where there was a man with a reasoned faith, an impassioned soul, and the Gospel of the Kingdom of Heaven.

A DYING CURIOSITY.

Dr. Alex. Sidd said that a surprising number of people regarded the Church as a dying curiosity. Too often the Church had been the champion of things as they were, and the leaders of social progress had come not from organised Christianity, but often from men who were non-Christian and anti-Christian. Christianity as at present organised and interpreted was not meeting the just demands of the modern age, and the real problem was whether the Churches could so organise and interpret the Gospel of Christ as to survive another century. Christianity would survive not by reason of the solidity of its present institutions, but because its inherent vitality was adapting itself to changing times, and new needs.

The Rev. George Standing D.S.O., M.C., dealing with the types of men with whom he came into contact in the Army, referred to the noisy assertive Christians who were certain of their own salvation, and equally certain of the damnation of others. He did not doubt their sincerity, but he hoped that time would soften their asperity. There was a story in Aldershot concerning one of these men in the early days of the war, when there were not uniforms for the men. The man was very goody goody, and had always something to say with a text in his hand. Returning to his quarters one night he was challenged by a sentry, who asked him, "Are you a soldier at all?" "My dear fellow," the man replied, "I am a soldier of Heaven." "Then," retorted the sentry, "you a long way from your barracks." (Laughter.) "If I know anything about the Cavalry barracks," Mr. Standing added, "he was." (Laughter.) To discover the religion of the men they had to realise their love of wives and homes, their loyalty for their pals, and their passionate love for little children.

The Rev. Dr. Blackwell (African Episcopal Zion Church) said that it was not to be wondered at that those men who were not reached by the influence of the Church should leave their religion in their wives' handbags, and should remain at the card or dice table, or at golf. (Laughter.)

The Rev. Owen S. Watkins said that the war had in many instances meant that Ministers had been brought for the first time into touch with the man in the street.

The Rev. W. H. Armstrong said that if he believed that the Christian Church was half as bad as it had been represented he would leave it to-morrow. From what had been said, one would gather that all the saints were outside the Church, and that all the sinners were inside it.

In the subsequent discussion several speakers dissented from Mr. Chadwick's opinion as to the condition of the churches. An American delegate stated that he had travelled across the United States from West to East, and everywhere he found churches crowded to hear the Gospel.

The Rev. Dr. Elliott (Methodist Episcopal Church) said that proof of the inspiration of the Christian Church was that it had lasted 1,900 years, although it was less efficient than any other institution. Instead of the churches marching like an army, they were mostly like hospital wards and convalescent homes. (Laughter.)

Mr. Chadwick said that he would be sorry if an impression was received outside that he had brought a general indictment against the Christian Church or the women of the present day. The Church was, he believed, the instrument in the hands of Christ for accomplishing its work in the world.

GERMANS GLIDE IN THE AIR.

5-MILE FLIGHT WITH NO ENGINE.

Germany is forbidden to fly, so she is learning to glide. The ban on the installation of engines in aeroplanes, imposed by the peace terms, has produced a new type of locomotion.

This is the astonishing news-brought home by Mr. Handley Page, who has been paying a visit to Garsfeld, on the Bavarian border.

German aeroplane constructors have turned their attention to the development of aircraft with no engine propelling power," said Mr. Handley Page, "and they are producing substantial results. The gliders are of various types. One called the Munich has made the longest flight of five miles. It has no engine, propeller, under-carriage, wheels, ailerons, or elevators. It possesses simply the fuselage and movable wings, operated by the pilot.

"Another machine, called the Hanover, has given the best performance in turning in the air, and is peculiar in that it lands on two footballs and has pneumatic shock absorbers attached to the wings. The Aachen type lands on skids instead of wheels. Shock absorbers are fitted, but the landing speed of the glider can be reduced to little more than a fast walk, and wheels become unnecessary.

The method of launching machines for a flight is very interesting. The machine is placed on a suitably selected piece of sloping ground. A rubber cord is attached to a rope, which is passed round the chassis legs. Three men strain the rubber cord, which, when it reaches the necessary tension, is released, and the machine is shot away as from a catapult.

The gliders include both biplanes and monoplanes, and some of the smaller machines have been built by engineering students at the extraordinarily low cost of £20.

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SAILINGS, SUBJECT TO ALTERATION

Destination	Ship	Day	Time
MANILA	"YUENSANG"	Fri.	31st Oct. 3 p.m.
STRAITS & CALCUTTA	"CHAKSANG"	Sat.	22nd Oct. 3 p.m.
KOBE via SHANGHAI	"NAMSANG"	Sun.	23rd Oct. 9 a.m.
SHANGHAI via SWATOW	"TUNGSHING"	Sun.	23rd Oct. 9 a.m.
BANGKOK via SWATOW	"CHUNGSHING"	Tue.	25th Oct. 10 a.m.
SHANGHAI via KINTONG	"WINGSANG"	Tue.	25th Oct. 10 a.m.
HAIPHONG via HOIHOW	"TAKSANG"	Tue.	25th Oct. 10 a.m.
TIENTSI	"CHEONGSHING"	Tue.	25th Oct. Noon
SHANGHAI & TSINGTAU	"WINGSANG"	Thurs.	27th Oct. 5 p.m.
SANDAKAN	"HINSANG"	Wed.	2nd Nov. Noon

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MANILA LINE: A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday. Sailings at Cebu when convenient.

HAIPHONG LINE: Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

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S.S. "GLENIFFER"	21st Oct.
M.V. "GLENLYLE"	10th Nov.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
S.S. "CARNARVONSHIRE"	7th Nov.	LONDON, ROTTERDAM & HAMBURG.
S.S. "GLENIFFER"	23rd Nov.	GENOA, LONDON, ROTTERDAM & HAMBURG.

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SHIPPING NEWS

ARRIVALS.

October 19th.
Hong Kong, French str., 3,284 tons, Capt. Marachini, from Port Parsoval and Haiphong, with lime stone.—P. A. Lapique.
Hual Kun, Chinese str., 1,115 tons, Capt. T. Weibust, from Port Parsoval, with cement stone.—Geo. Grimble & Co.
Kangte Kiang, Chinese str., 401 tons, Capt. A. H. Brown, from Swatow, with a general cargo.—Yuen Cheong Lee.

October 20th.
Borneo Maru, Japanese str., 4,261 tons, Capt. S. Hinkuma, from Shanghai, with a general cargo.—O.S.K.
Chakung, British str., 2,358 tons, Capt. C. W. Falk, from Moji, with a general cargo.—J.M. & Co.
Chengku, British str., 1,338 tons, Capt. N. H. Litch, from Bangkok and Swatow, with a general cargo.—B. & S.
Chofu Maru, Japanese str., 1,500 tons, Capt. I. Imaizumi, from Keelung, with coal.—M.R.K.

Dur, Norwegian str., 761 tons, Capt. Hannevig, from Bangkok, with a general cargo.—Thoresen & Co.
Halia, Norwegian str., 1,053 tons, Capt. H. Bull, from Cheribon, with sugar.—Thoresen & Co.
Huangyang, British str., 1,358 tons, Capt. G. S. Holmwood, from Canton, with a general cargo.—J.M. & Co.
Kurehio, British str., 1,320 tons, Capt. R. Ritchie, from Canton, with a general cargo.—B. & S.
Rena, Norwegian str., 2,885 tons, Capt. H. Berg, from Singapore, with a general cargo.—Thoresen & Co.
Seyu Maru, Japanese str., 935 tons, Capt. T. Horn, from Canton, in ballast.—M.B.K.
Silver Star, American str., 8,000 tons, Capt. E. P. Bartlett, from Manila, with a general cargo.—Admiral Line.
Sunning, British str., 1,750 tons, Capt. H. A. Wavell, from Canton, with a general cargo.—B. & S.
Tungking, British str., 1,173 tons, Capt. R. W. Bateman, from Shanghai and Swatow, with a general cargo.—J.M. & Co.

CLEARANCES.

October 20th.
Chung Hing, for Quinhon.
Huangyang, for Shanghai.
Hanoi, for K. C. Wan.
Hok Canton, for K. C. Wan.
Hydrangea, for Swatow.
Japan, for Amoy.
Peking Maru, for Shanghai.
Providence, for Manila.
Providence, for Newchwang.
Sunning, for Amoy.
Tungking, for Canton.
Yue Ying Wa, for Hoihow.

PASSENGERS.

DEPARTED.
 Per s.s. **Pekin Maru**, on Oct. 20th:—Mr. L. Kent, Mr. M. Saladin, Mr. E. L. Sellers.
 Per s.s. **Duquere**, on Oct. 20th:—Mr. and Mrs. Miller, Dr. B. M. Pearce, Mr. J. Trowbridge, Mr. P. Muncherji, Lieut. Com. Curry, Mr. W. B. Purdie, Capt. W. B. Kery, Capt. Jackson, Mr. and Mrs. J. Hassam, Mrs. Webster, Miss Ross, Mr. Binsaid, Mr. Schrieffer, Mr. C. H. Dunasia, Junior-Eng. G. Galtcott.

SHIPPING MOVEMENTS.

The B.I. s.s. **Arratoon Apear** left Calcutta on the 19th inst., and may be expected to arrive at Hongkong about November 7th.
 The R.M.S. **Monteagle** arrived at Moji on October 19th, at 7.30 a.m. left there at 4 p.m., and due at Shanghai on October 21st, at 2 p.m.
 The N.Y.K. s.s. **Durban Maru** (New York line) left Manila for this port on October 19th, and is expected here on October 21st.
 The N.Y.K. s.s. **Mito Maru** (Hamburg line) left Shanghai for this port on October 19th, and is expected here on October 22nd.

VESSELS EXPECTED.

Akita Maru (N.Y.K.), due October 22nd.
Banco (P. & O.), due October 21st.
Bowen Castle (Doddwell-Castle Line), due end of November.
Empress of Asia, due November 3rd.
Iyo Maru (N.Y.K.), due October 27th.
Kaga Maru (N.Y.K.), due October 27th.
Monteagle (C.P.S.), due October 29th, at 7 a.m.
Nellore (P. & O.), due November 22nd.
Nyanta (P. & O.), due October 24th.
Priam (Blue Funnel line), due Nov. 3rd.
Rangoon Maru (N.Y.K.), due Oct. 26th.
Somali (P. & O.), due November 8th.
Seyu Maru (T.K.K.), due October 29th.
St. Albans (E. & A.), due October 24th.
Taiyo Maru (T.K.K.), due October 20th.
Taiyo Maru (T.K.K.), due October 21st.
Torilla (E.I.), due October 29th.
Wray Castle (Doddwell-Castle line) due second half of October.
Yokohama Maru (N.Y.K.), due November 19th.

HONGKONG TIDE TABLE.

From 21st to 27th October, 1921.

Days of Week or Month	Day of Month	HIGH WATER.		LOW WATER.	
		H'kong Standard Time.	Height.	H'kong Standard Time.	Height.
Fri.	21	h. m.	ft. in.	h. m.	ft. in.
		0 53 a	5 1	5 18 a	3 9
Satur.	22	1 23 a	7 6	5 16 a	3 9
		2 17 a	4 9	6 45 a	2 3
Sun.	23	3 07 a	7 4	8 30 a	2 1
		3 45 a	4 8	8 41 a	4 5
Mon.	24	1 23 p	7 1	9 48 a	2 2
		3 45 p	5 0	7 55 a	4 7
Tues.	25	3 3 p	8 8	11 4 a	3 2
		6 25 p	5 3	10 31 a	4 6
Wed.	26	4 46 p	6 8		
		6 41 p	5 7	0 25 a	2 3
Thurs.	27	5 6 p	8 8	0 1 a	4 1
		7 12 p	6 2	0 45 a	2 3

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Empress of Asia	Nov. 10	Nov. 28
Empress of Japan	Nov. 23	Dec. 14
Empress of Russia	Dec. 8	Dec. 23
Empress of Asia	Jan. 5	Jan. 23
Monteagle	Jan. 17	Feb. 11
Empress of Japan	Feb. 8	Mar. 1
Empress of Russia	Feb. 23	Mar. 13

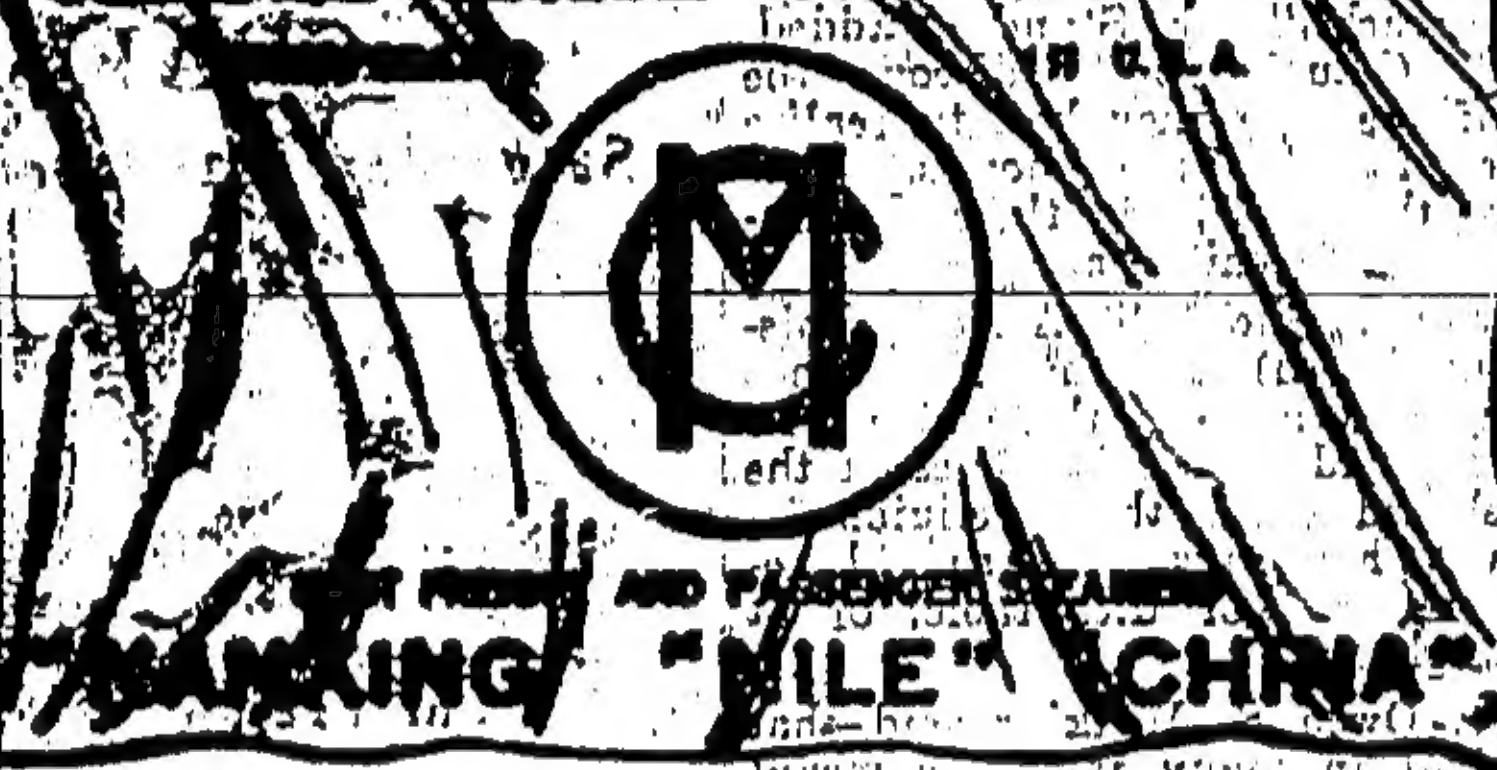
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TAIYO MARU	22,000	Nov. 26th
SHINYO MARU	22,000	Dec. 10th
PERSEA MARU	22,000	Dec. 24th

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* Calling at Dairen and omitting call at Keelung.

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Between

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and China, Japan and Philippine Island Ports.

* "WEST JAPPA" sailing about 15th Nov.

* "WEST IVAN" sailing about 2nd Dec.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. & Canada.

For rates and full particulars apply to—

FRANK WATERHOUSE & COMPANY,

4th Floor, Princes' Buildings, Telephone 1082.

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
HALDIS	JAVA	19th Oct.	25th Oct.	BATAVIA VIA BEKAWAN DELI JAVA
TJILWONG	SHANGHAI	27th Oct.	31st Oct.	SHANGHAI
TJITABOEM	JAVA	28th Oct.	2nd Nov.	SHANGHAI
TJILEBOET	JAPAN	3rd Nov.	6th Nov.	JAVA

* Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a fully qualified surgeon.

Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.

York Building, First Floor.

Telephone No. 1074.



VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ

(United Netherlands Navigation Company).

HOLLAND-OOST AZIE LIJN

(Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND

MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN

Ballast, subject to alterations.

For

Sailing on or about

"BOERBE" AMSTERDAM, ROTTERDAM & HAMBURG, 17th Nov.

"TOSABI" AMSTERDAM, ROTTERDAM & HAMBURG, 10th Dec.

"OLDEKERK" ROTTERDAM, AMSTERDAM & HAMBURG, 10th Jan.

"RADJA" AMSTERDAM, ROTTERDAM & HAMBURG, 10th Feb.

For full particulars please apply to—

General Agents,

Yok Building

Tel. 1574

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong—

Address	From
Yamamotokiuken	Tokio
Yamamoto, Hongkong Hotel Shimabara	Shimabara
Nisaki Yamamoto, Hongkong	Hongkong
Hotel	Peking
Shell King Edward Hotel	Shanghai
Shuyakunji c/o Enjoenego	Shanghai
Desira	Kobe
Chunehu	Shanghai
Hanahikwan, Morrison Hill	Shanghai
Road	Shanghai
Chengyuepor, Great Eastern	Shanghai
Hotel	Shanghai
Kiahuat	Amoy
Taikongta, c/o Ewoohuo	Shanghai
West Tehfordan	Shanghai
8868	Shanghai
Chunehu	Hankow
Tankwongman (2)	Shanghai

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong—

Address	From
Davis Fortythree Conduit	Batavia
Road	Batavia
Desaan Hammers	Shanghai
Dollivera, Care Post	Newchwang
Doutor Carlos Leitao Hongkong	Hongkong
Hotel	Macao
Vadia	Bombay

WEATHER REPORT.

October 20th, at 11.32.—Pressure is highest over Manchuria. It has decreased slightly over Weihaiwei to Foochow, and increased slightly at Yaw and Guam. It is nearly stationary at other reporting stations.
 Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 96.66 inches, against an average of 78.59 inches.
 The forecast for the 24 hours ending at noon to-day is as follows:—

Forecast.
 Hongkong to Gap Rock (E) winds, light to moderate; fine.

Formosa Channel (N.E. winds, moderate).

South coast of China between (The same as Hongkong and Lamook) (No. 1).

South coast of China between (The same as Hongkong and Hainan) (No. 1).

CHINA COAST METEOROLOGICAL REGISTER.

OCTOBER 20TH, 1921.

Station. Hour. Barometer at Sea Level. Temperature. Humidity. Wind Direction. Force. Weather.

Vladivostok 5 30.94 33

Nemuro 5 30.94 33

Hakodate 5 30.94 33

Tokio 5 30.94 33

Kobe 5 30.94 33

Nagasaki 5 30.94 33

Kagoshima 5 30.94 33

Oshima 5 30.94 33

Ishigakijima 5 30.94 33

Bonin Island 5 30.94 33

Weihaiwei 5 30.94 33

Hankow 5 30.94 33

Ichang 5 30.94 33

Changsha 5 30.94 33

Shanghai 5 30.94 33

Gutzlaff 5 30.94 33

Sharp Peak 5 30.94 33

Amoy 5 30.94 33

Swatow 5 30.94 33

Taihou 5 30.94 33

Taihou 5 30.94 33

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Taihou 5 30.94 33

Taihou 5 30.94 33

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA (ELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents."ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO. LTD.

FAR EAST/UNITED KINGDOM & CONTINENT.

S.S. "CITY OF PEKIN" ... 29th Oct. ... Marseilles, London and Rotterdam
S.S. "CITY OF DELHI" ... 15th Nov. ... London, Rotterdam, Hamburg & Glasgow

PASSENGER SERVICE:

S.S. "CITY OF MANCHESTER" 15th Mar. ... London, Rotterdam and Hamburg

Subject to change without notice.

For particulars of freight and passage rates apply to—

or Rams & Co. CANTON.

THE BANK LINE, LTD.
General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

ELLERMAN & BUCKNALL S.S. CO. LTD.

Sailings from Hongkong.

S.S. "CITY OF ADELAIDE" ... via Suez Canal ... 1st Nov.
S.S. "TYDEUS" ... via Suez Canal ... 15th Nov.
S.S. "KANSA" ... via Suez Canal ... 17th Nov.

* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE LTD., HONGKONG, HONGKONG AND CANTON, REISS & CO. CANTON.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMER & DEPARTURE SAILING DATE

SHANGHAI KURE & YOKOHAMA ... "AMAZON" ... 11,000 ... On or about 6th Nov.

MARSEILLES via HAI-
PHONG, SAIGON, SINGAPORE, PEN-
ANG, COLOMBO, AN-
DIBOUTI, SUZ, & PORT SAID.
"ARMAND BRIO" 11,000 ... On or about 22nd Oct.
"CORDILLERE" 11,000 ... On or about 20th Oct.
"ANDRE LEBON" 22,000 ... On or about 6th Nov.

* Omit Haiphong and Penang.

For full particulars regarding sailings, etc., apply to—

Telephone 740

H. BODENFUSHER,
Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms and Saloons, and Excellent outdoor.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days)

HAIKONG ... Capt. W. C. Passmore | FRIDAY, Oct. 21st, at 3 P.M.
HAIKONG ... Capt. W. Cooper | FRIDAY, Oct. 28th, at 3 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS, LARPAK & CO.

P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"SARDINIA"	6,800	29th Oct.	Marseilles, London & Antwerp
"KARMA"	9,000	15th Nov.	Marseilles, London & Antwerp
"NYANZA"	7,000	26th Nov.	Marseilles, London & Antwerp
"LAHORE"	5,200	29th Nov.	Singapore, Colombo & Bombay
"SOMALI"	6,700	10th Dec.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR" 4,700 23rd Oct. Calcutta via Straits

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,800	14th Nov.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"JAPAN"	6,100	23rd Oct.	Shanghai and Kobe.
"BANGA"	6,000	24th Oct. 10 a.m.	Shanghai and Kobe.
"ST. ALBANS"	4,500	26th Oct.	Shanghai direct.
"NYANZA"	7,000	29th Oct.	Shanghai and Japan.
"LAHORE"	5,200	5th Nov.	Shanghai and Kobe.

SPECIAL STEAMER.

The P. & O. S.S. "EGYPT" is expected to leave Hongkong on or about the 14th January, 1922, taking passengers and cargo for MARSEILLES and LONDON calling at Bombay.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the service of their P. & O. Tugboats Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road, Central, HONGKONG.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... Wednesday, 9th Nov.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

"MEXICO MARU" ... Sunday, 13th Nov.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"MALAY MARU" ... Tuesday, 1st Nov.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER SERVICE.

"BURHO MARU" ... Tuesday, 1st Nov.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly PASSENGER service touching at intermediate ports in Japan and taking cargo to OYAMLAND PORTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.

"ARIZONA MARU" (omit Shanghai) ... Saturday, 22nd Oct.

"MANILA MARU" ... Friday, 4th Nov.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

"SHUNKO MARU" ... Monday, 14th Nov.

NEW ORLEANS LINE via SUEZ.

"BORNEO MARU" ... Friday, 21st Oct.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

"ARQUN MARU" ... Monday, 28th Nov.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbor Office.

"KALIO MARU" ... Saturday, 22nd Oct.

TAKAO via SWATOW & AMOY.

"BOHEI MARU" ... Thursday, 27th Oct.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, 1st Floor, Queen's Building.

Tel. Nos. 144 & 745.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

Sailings Subject to Alteration

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A "duty qualified Doctor" is carried. 24-hour Food Cargo loaded through to all Australian, New Zealand & Transvaal Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE, Agents.

C. N. C.
CHINA NAVIGATION CO., LTD

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To	Sail
SWATOW, AMOY & SAPORE	"TRAN"	On 31st Oct.	Noon.
WHAHWEI, CHANG & TAI	"KUEICHO"	On 31st Oct.	4 P.M.
HONGKONG, HONGKONG & SINGAPORE	"CHANGCHOW"	On 22nd Oct.	10 A.M.
SHANGHAI & LINGTAO	"YINGCHOW"	On 22nd Oct.	4 P.M.
SWATOW & SINGAPORE	"KANCHOW"	On 23rd Oct.	10 A.M.
SWATOW & BANGKOK	"CHENGTO"	On 23rd Oct.	10 A.M.
SWATOW & SHANGHAI	"SZECHUEN"	On 25th Oct.	Noon.
SHANGHAI	"SZECHOW"	On 27th Oct.	Noon.
WHAHWEI, CHANG & TAI	"KUEICHO"	On 28th Oct.	4 P.M.
HOHANG, FAKHOI & HONGKONG	"KAIPOH"	On 29th Oct.	10 A.M.
MANILA, ORBU & ILOILO	"TAMING"	On 2nd Nov.	4 P.M.

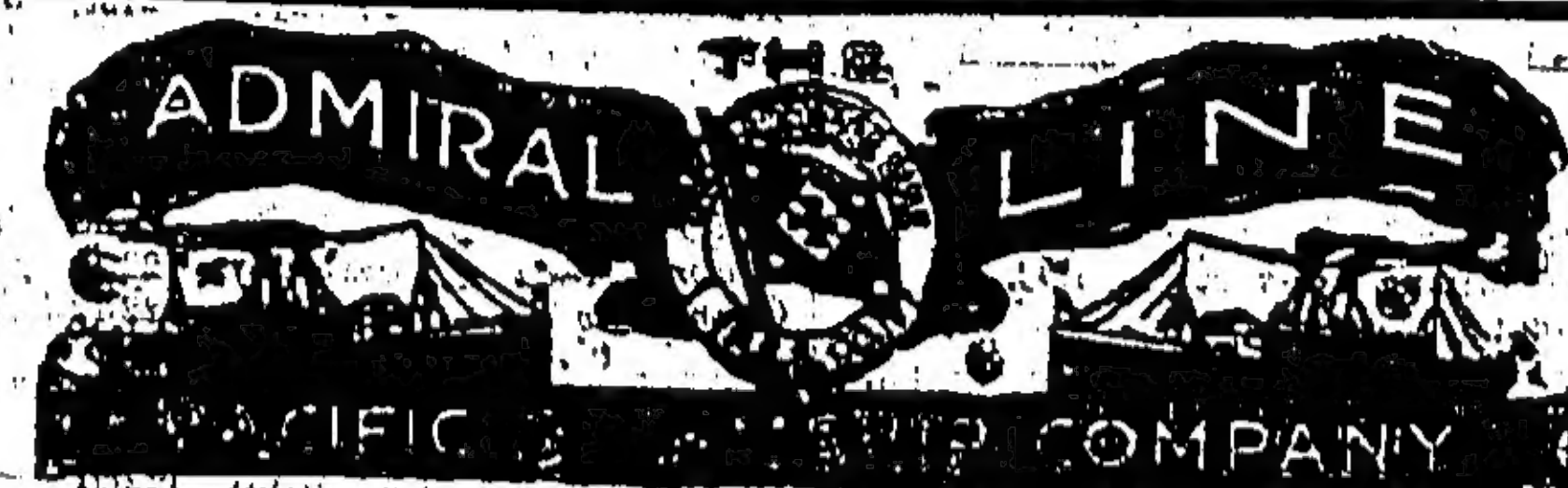
SHANGHAI LINE—PASSENGER MAILS AND CARGO. Excellent Saloon accommodation. Amidships Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Ningbo (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Wampoa.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.

Telephone 38.



Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE

FOR VICTORIA, VANCOUVER, SEATTLE

S.S. "SILVER STATE" ... From Hongkong ... Oct. 22nd ... Arrive Seattle Nov. 11th

FREIGHT & PASSENGER SERVICE.

"WENATCHEE" ... To Manila ... Nov. 8th

"WENATCHEE" ... sailed Nov. 19th ... arrived Dec. 9th

S.S. "COAXET" ... For PORTLAND DIRECT ... Oct. 26th

FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe & Yokohama)

S.S. "MONTAGUE" ... Nov. 11th

S.S. "ARBORE" ... Dec. 7th

Through Bills of Lading issued to Overland Companies points. Passengers and Freight Particulars.

THE ADMIRAL LINE

Telephone 2477 & 2478. 5th Floor, Union Building. [71]

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.

REGULAR SERVICE

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

S.S. "LAKE ONAWA" ... Sailing 22nd Oct.

FREIGHT ONLY.

FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor, Union Building, Telephone 2477 & 2478. PASSENGER OFFICE, QUEEN'S BUILDING, 2, LEE HOUSE ST.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama

S.S. "JADDEN" ... 22nd Oct

For freight space and particulars apply to—

BARBER STEAMSHIP

LINES, INC.

THE ADMIRAL LINE

Telephone 177 & 277. AGENTS 5th Floor Union Building. [78]

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON and/or NEW YORK

S.S. "GARLIC PRINCE" (via Suez) ... Oct. 30th

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED

Accompanied by 2nd Class, British. Telephone 2188. St. George's Building. [163]

